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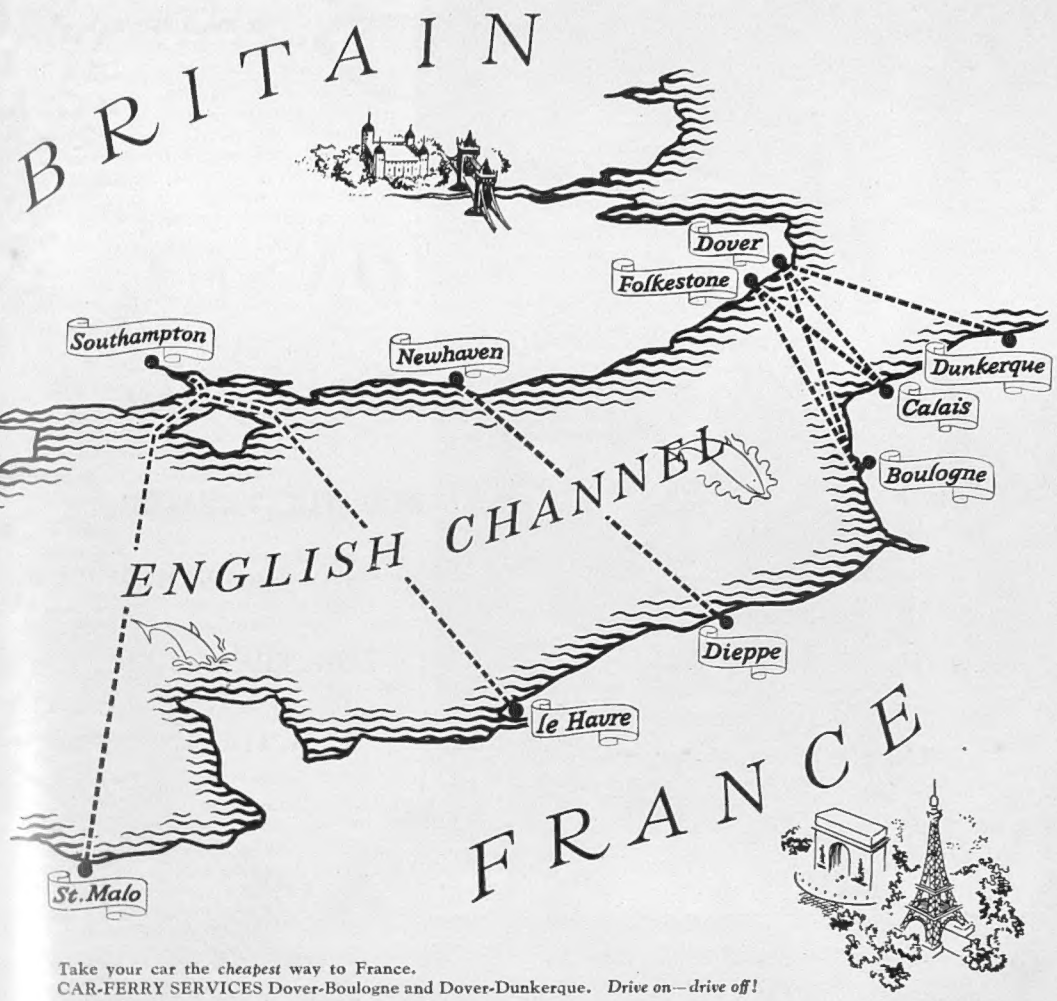

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The Grey Squirrel — Bureaucracy at Work.—The Forestry Commission are to tackle the problem of exterminating the grey squirrel *scientifically*. They start from scratch. Forms have gone out to all persons likely to try to reduce the pest and the form is a document of the Age. Presumably in a year's time, the form will supply some information, for there are always a few people with time and inclination to fill up forms. For most of us, such a task is impossible. We have work to do unconnected with grey squirrels, and we consider that some of the information sought for is already known. No one doubts that the best way to go to work on the pest is to borrow, if you can, jointed aluminium poles with which to rake out the dreys, while two guns stand ready on either side of the tree to shoot what comes out. One may well rake out 100 dreys in a few acres in a full day—once in a way. I did so once, and we killed eighty squirrels and numerous young, and left no drey in being on our forty acres of wood. But the squirrel population did not much decline. Next year there were about as many to be seen. One drey in three was deserted. One drey in seven in the spring held young, never more than two. The dreys were mostly in fir, with chestnuts and birches next in popularity. They were nearly all composed of dry leaves. That is all the information I can give the Forestry Research, if they read THE SPHERE. The inquisition they demand of me is fantastic and foolish. I am to carry the form about and fill in umpteen particulars after each incident. Thus: Drey No.; height in feet; tree species; drey—summer or breeding?; construction and lining; no. of squirrels seen; cartridges fired; escaped; killed—M. F. or T.; old or young. If this form is not bureaucracy *at work at a desk and run mad*, I never saw it in a form. One would spend twenty minutes on every incident, and accomplish three dreys in an hour.

Robbery Under Arms.—Mail-van robberies are on the decline, the authorities tell us—with statistics in proof. When they occur, they are sometimes so surprising that we wonder whether there is room for complacency and if the security measures, whether the responsibility of Post Office or Police, are perfectly adequate. The latest must correct our belief that Surrey is an overpopulated suburb of London. In the recent "cold snap" it was more like the Alaska Highway. For good, easy men cling to their firesides after dark and refuse invitations to dine out or to banket. So in pleasant Horley the mail-van driver is alone on a waste of snow and is held up by a gang, who smash in his windscreen, winkle him out, tie him up and rifle his mail at leisure. No one hears the crash of glass, no one walks or drives by. The Alaska Highway is reproduced in a suburb of London. It is remarkable that still we have only to scratch civilisation to find barbarism. Yet I have no personal grievance about the security of the mails, registered or no. I never but once lost a letter. It was at the height of the 1940 Blitz when my "Newsletter" copy went astray, and I enjoyed the harrowing experience of dictating from memory 1,600 words of copy on seven thin sheets to a stenographer at THE SPHERE office—with interruptions. It aged us both and, when printed, was a curiosity of literature.

Drinking.—The annual licensing session of a country Bench often provides the lay magistrate with valuable information about trends and fashions in the "locals" of his division, and his annual inspections of these premises enable him to assess improvements and modernisation made by the brewers. Public services—light, water and drainage—are greatly improved since the last war in the more backward rural areas, and advantage has been taken to provide better facilities for washing-up in the bar. As for structural alterations, the magistrates have no power to compel in the case of already licensed premises. The older magistrate, who remembers "Saturday nights" in his youth, must often be astonished by the Police report for the year: "Only one case of drunkenness brought to Court; no case of driving a car under the influence." That, indeed, quite customary to-day, is astonishing progress, and the brewers' statistics reveal that, in the last four years, 18 gallons of beer only are annually consumed by every head of the population. In 1901 it was 32 gallons of much stronger beer. But more and more inns apply for a full licence, enabling them to sell wines. This is largely to cater for the women, who nowadays are equal partners with the men in the locals and prefer sherry and port to beer and spirits. One hopes that Commonwealth wines are as far as possible used. For my part, I approve in principle the granting of full licence to well-conducted locals. The presence of women must usually tend to humanise and civilise the "local" and it is right that they should be catered for. They are much better in the bar than waiting at the door to guide their menfolk home.

THE OLD STAGER

IN NEXT WEEK'S ISSUE

CONTEMPORARY ENGLISH PAINTING

A Personal Survey by R. H. WILENSKI

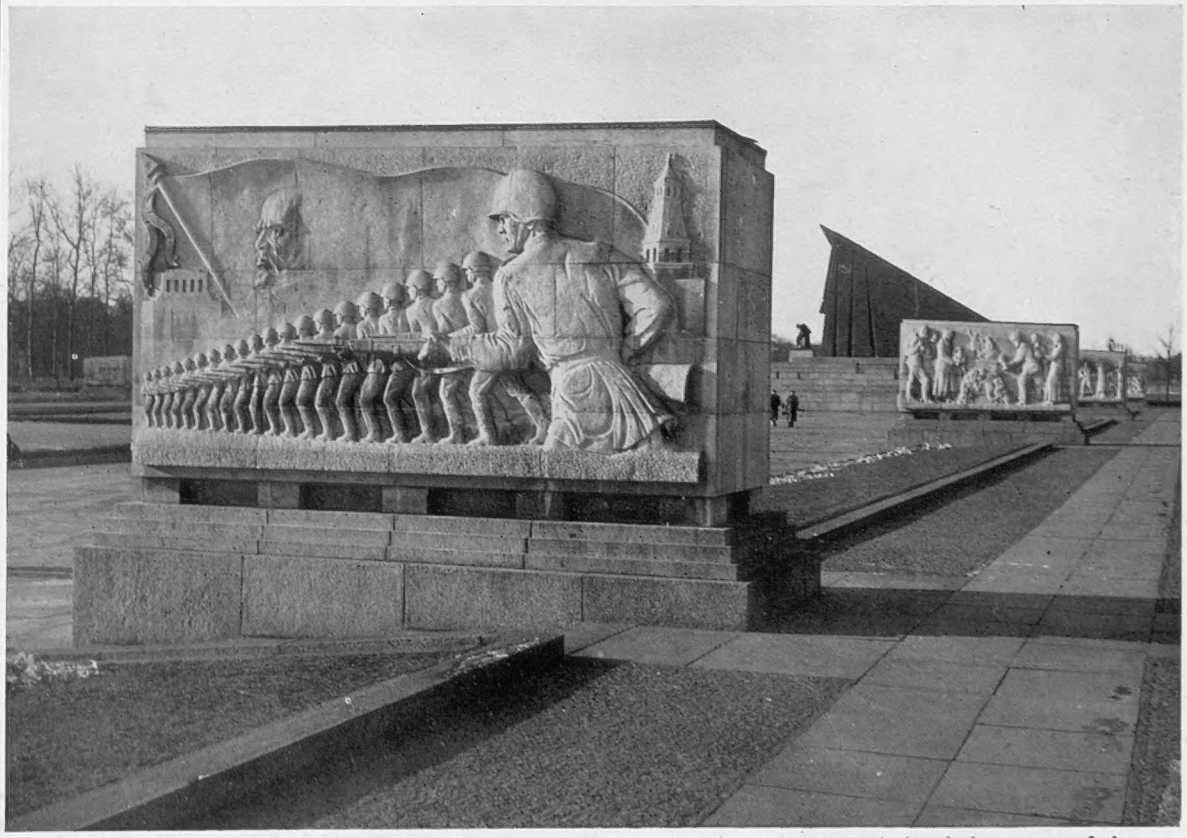
RENOVATING INSIGNIA FOR COMPANIONS OF HONOUR

INSIGNIA OF COMPANIONS OF HONOUR WITH THE OLD AND NEW CYPHERS: Altering the cyphers on the elaborate insignia of the Order of the Companions of Honour is the delicate job now being carried out by an old firm of London medallists. The Lord Chamberlain's office always keeps a stock ready for the creation of new members of the Order, which is limited to fifty. So now the insignia for new members—Mr. R. A. Butler is among them—is being brought up to date.

On right—

A GIRL WORKER SKILFULLY ERASES THE G R VI MONOGRAM: Like most firms engaged in ancient crafts, the company have difficulty in attracting young people to learn the trade; the seven-year apprenticeship puts them off. The firm have had more than a century's experience in making medals and badges. Their present work ranges from making simple lapel badges to the most intricate badges of office. Though they do not produce coinage, they have made coinage-dies for countries all over the world.

A MEMORIAL TO RUSSIA'S DEAD IN BERLIN



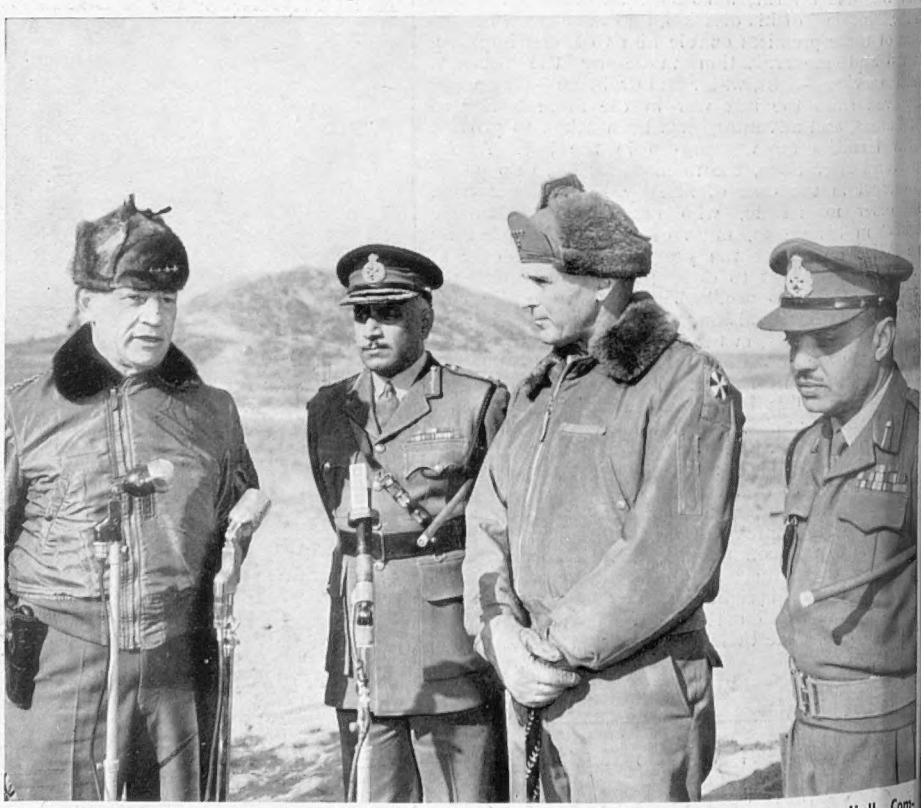
THE BERLIN SHRINE FOR RUSSIA'S WAR DEAD: During the Battle for Berlin, which marked the closing stages of the war in Europe, more than 7,000 Russian soldiers were among those who perished. They are now all buried in the Soviet Sector of Berlin and over their mass graves the Russians have built a huge shrine—the Treptow War Memorial. Its outstanding feature is a series of large reliefs on stone which show scenes of a soldier's life. The one in the foreground shows twenty-one Soviet soldiers advancing with bayonets fixed; above them, looking sternly ahead, is a profile of Lenin. East Berlin is now generously endowed with memorials to its conquerors.

BEHIND THE SCENES AT BERLIN—DR. FIGL WITH THE WESTERN MINISTERS: The Austrian Foreign Minister sitting between Mr. Eden and M. Bidault while Mr. Dulles is speaking at his temporary residence in West Berlin. Dr. Figl, who had come to present his country's views on the Austrian Peace Treaty to the four Foreign Ministers, had a private talk with the Western delegates beforehand. It was a great disappointment to everyone when Mr. Molotov raised insuperable obstacles to the signing of the treaty. He demanded that Russian troops should be allowed to remain in Austria until a German Peace Treaty was signed, and also linked a signing of the Austrian treaty with the Trieste problem. Thus the four Foreign Ministers found themselves unable to agree on any of the major European items on the agenda before the Berlin Conference was brought to an end.

AT HOME AND ABROAD

News Events in Europe and Asia, and in the British Isles

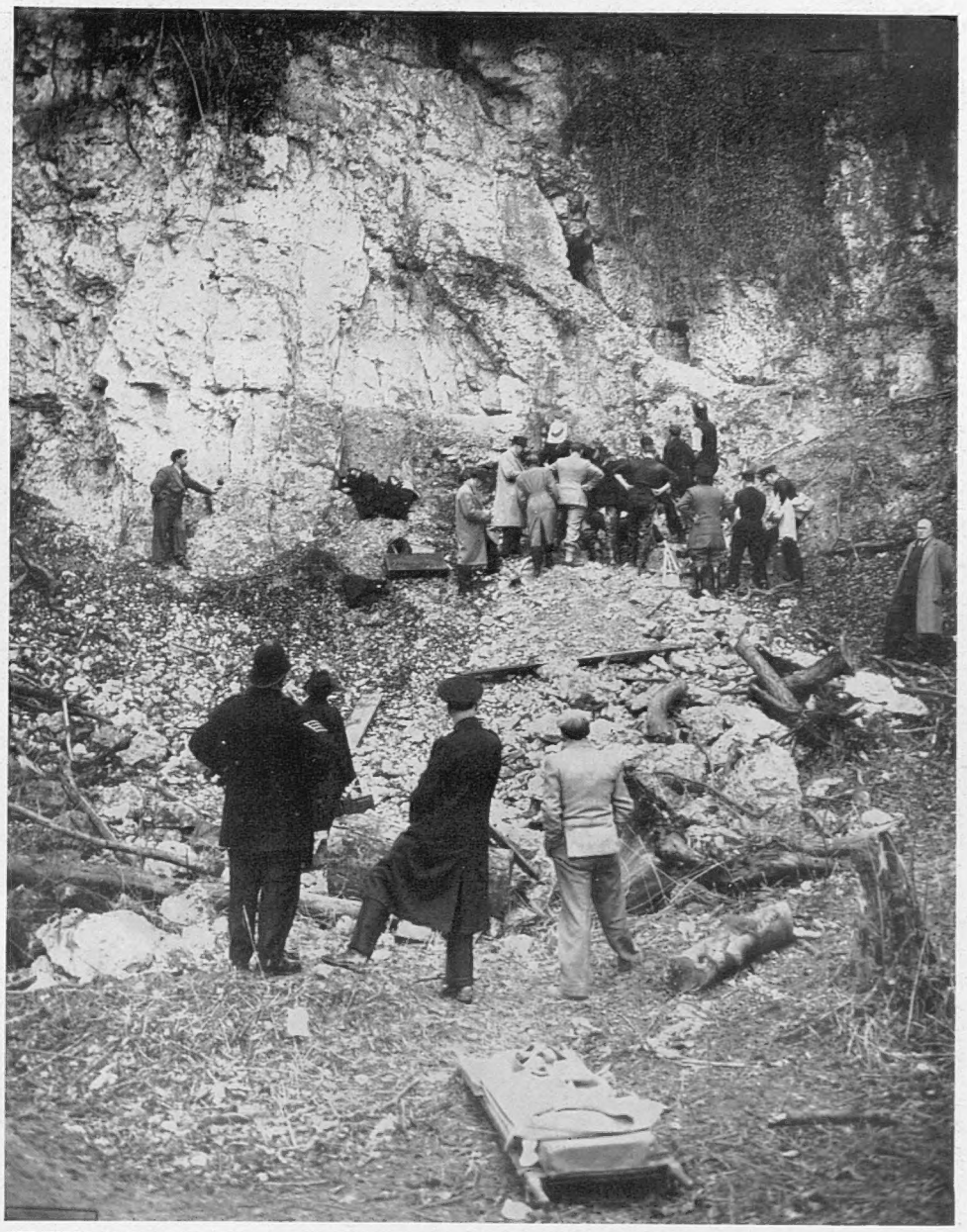
A NEW LORD COMMISSIONER AT THE ADMIRALTY IS ROWED ASHORE BY FIVE CAPTAINS: Vice-Admiral W. W. Davis being rowed ashore from his flagship, H.M.S. *Gambia*, in a whaler manned by five captains in Grand Harbour, Malta. Vice-Admiral Davis was the coxswain. The captains seen at the oars are, stern to bow—G. K. Collett, commanding H.M.S. *Bermuda*; R. E. Washbourn, Chief Staff Officer to the Flag Officer, Flotillas; R. M. Smeeton, Captain, Air; R. B. N. Hicks, Chief Staff Officer to Vice-Admiral Davis; and P. W. Gretton, commanding H.M.S. *Gambia*. Vice-Admiral Davis, who was Second-in-Command and Flag Officer, Air, of the Mediterranean Fleet, was leaving Malta on being appointed a Lord Commissioner at the Admiralty and Vice-Chief of Staff.



THE UNITED NATIONS THANK THE INDIAN COMMANDER IN KOREA: General John E. Hull, Commander of the United Nations Force in Korea (left), expressing his Command's thanks to Lieut.-General K. S. Thimaya, chairman of the Neutral Nations Repatriation Commission, at Panmunjom. Beside General Thimaya is General Maxwell Taylor, Commander of the U.S. Eighth Army, and on the right is Major-General S. P. P. Thorat, Commander of the Indian custodian forces. A luncheon was held at Panmunjom to mark the end of the Repatriation Commission's work when those prisoners who refused repatriation returned to the countries of their choice. Many of the Indian troops had already left Korea, and General Thimaya followed shortly.

A LANDSLIDE THREAT IN MONMOUTHSHIRE: *Above* and *below*—Earth and stones dislodged from the mountainside at Blaina which threatened to engulf the cottages of twelve families in Henwainrow. The mountain immediately above them had been moving for some weeks, and mounds of earth, varying in height from 3 to 8 ft., had slowly advanced more than 200 yards towards the cottages. Because of the danger, the families were evacuated with all their furniture and belongings. Only 100 yards further down the slope is a row of fifty council houses. The surge of the mountain mass was accelerated by heavy rainfalls.

AN ESCAPE IN A THOUSAND: In this hut at Cortina, Italy, the four official timekeepers of the Cortina bobsled track were standing by the windows, which face the last bend in the track, when a bobsled shot off the bend, hit the hut, and passed clean through it at approximately 80 m.p.h. The bob wrecked two walls, furniture and equipment before it landed on the snow outside. It missed the timekeepers by inches and, even more remarkably, none of its four-man crew were hurt.



RESCUERS WORK TO FREE A BOY TRAPPED IN A CAVE NEAR DORKING: Sixteen-year-old Frederick Topliffe was exploring a cave last week-end at West Humble, near Dorking, when a fall of chalk buried him up to his head. For six hours rescuers toiled with their bare hands to free him; they feared a further landslide if they used shovels. The entrance to the cave where the boy was trapped was only 18 ins. wide; firemen got in by another entrance to try and free him from behind, but gave up because of the danger of more falls. Only the boy's miner's helmet was visible at first, and that was tilted over his face to enable him to breathe; he was offered an anæsthetic, but refused it so that he could guide his rescuers. Soon after 7 p.m., under the glare of floodlights, the boy was taken out and driven to hospital, where, apart from shock, he was found to be none the worse for his experience. A large boulder, which fell by his head, had saved him.

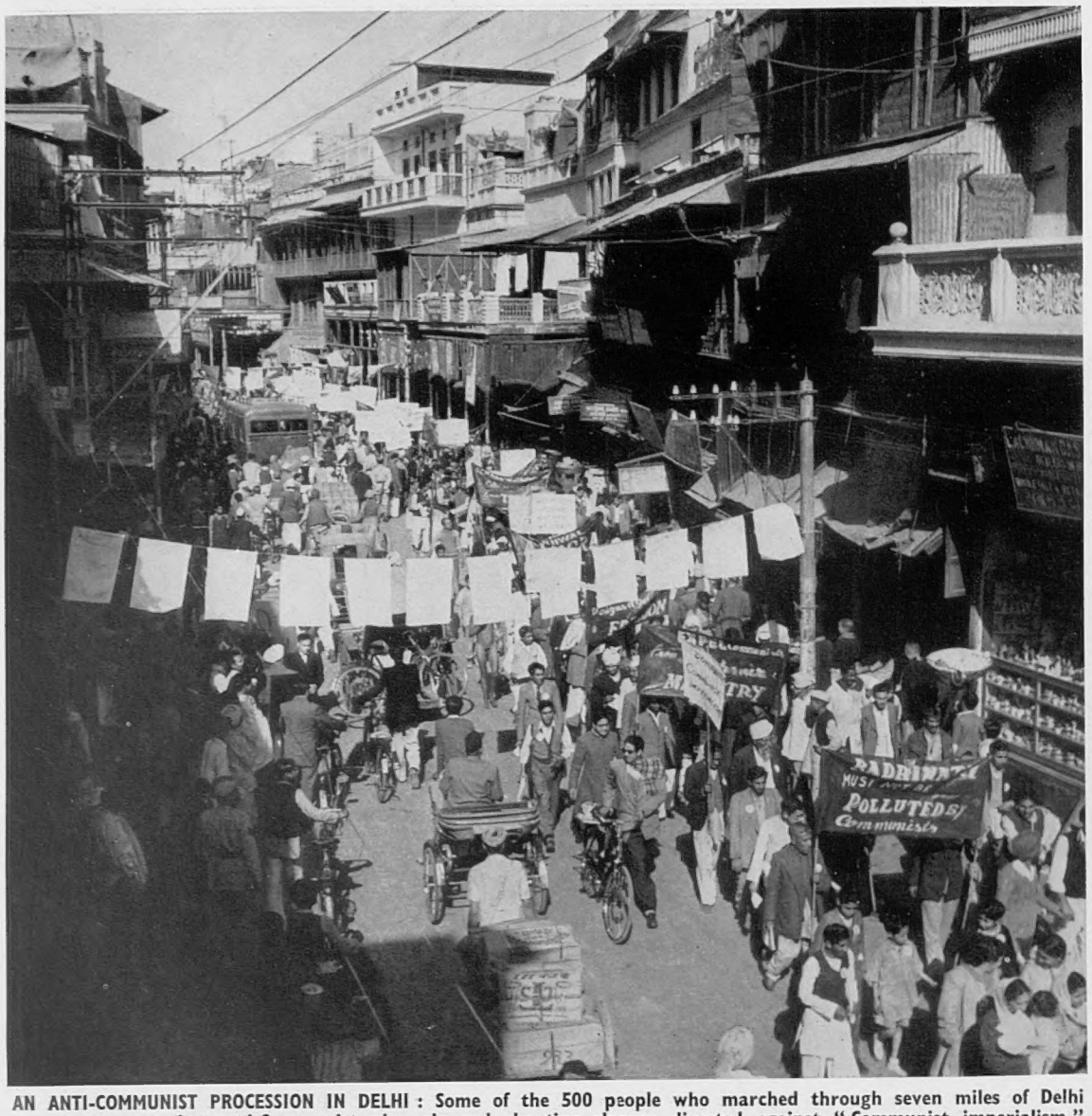
A DEGREE CEREMONY IN DUNDEE: Sir Hamish Maclaren is seen receiving an honorary LL.D. from the Duke of Hamilton, Chancellor of St. Andrews University. The ceremony was held for the first time outside St. Andrews.

On left—

STUDENTS SERENADE RECIPIENTS OF DEGREES: St. Andrews undergraduates brought a touch of traditional irreverence to the ceremony at Caird Hall. Among those honoured was the Earl of Dundee.

A FOREIGN NEWS SURVEY

A Pictorial Review of Recent Events Throughout the World



AN ANTI-COMMUNIST PROCESSION IN DELHI : Some of the 500 people who marched through seven miles of Delhi streets carrying anti-Communist placards and shouting slogans directed against "Communist imperialism." The demonstrators had been attending a two-day session of the Himalayan Border Convention in the Indian capital. They claim that Communist China is preparing to make the Himalayas a base for an offensive against India. Some weeks ago the ruler of a northern state came to Delhi to discuss defence measures.

THE AUSTRIAN FOREIGN MINISTER ARRIVES IN BERLIN TO WATCH DEVELOPMENTS : Dr. Leopold Figl, right, being greeted by the Lord Mayor of Berlin, Dr. Walter Schreiber, on his arrival at Tempelhof Airport from Vienna. The little girl is a member of the Austrian colony in Berlin who had presented the Austrian Foreign Minister with his bouquet. As soon as it became known when the four Foreign Ministers would discuss the Austrian Peace Treaty, Dr. Figl flew to Berlin. He later presented his country's views on the Treaty to the conference

THE TANK WHICH FOUND ROOM IN A CAR PARK : A 26-ton Walker Bulldog tank of the American Army on top of a motor car in a parking-place at Downey, California. The tank was in a convoy on its way from Long Beach to Pasadena when the driver swerved to avoid hitting a vehicle. The driver then lost control of his tank, which mowed down four parked vehicles, telephone poles and a light standard before finally coming to rest on top of a fifth motor-car in the Sunset Home Park.

MAU MAU DISCOVERS A NEW FORM OF TERRORISM : The derailed locomotive and tender of the Nairobi-Mombasa train, which came to grief five miles outside the Kenya capital. This was the second derailment within three days, and it has been established that both were due to pieces of track being removed by Mau Mau gangs. Immediately all railway time-tables were revised to eliminate night travel. Soon after these incidents large-scale interrogation of Kikuyu villagers took place

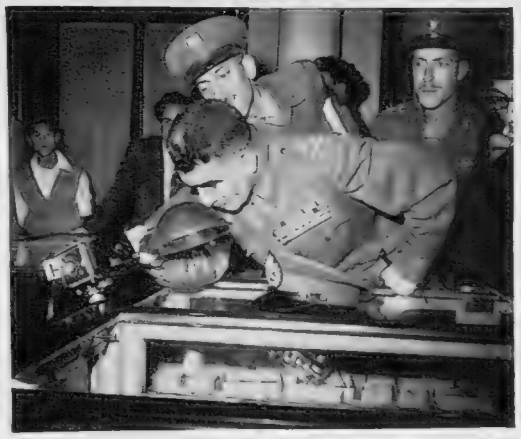
On right—

MEASURING SNOW IN AMERICA'S WILD WEST : Two of the over-the-snow conveyances used by members of the Soil Conservation Service of the United States Department of Agriculture in Payette National Forest, Idaho. On top of one of the vehicles are strapped the skis which are still the basic equipment for the teams who measure the amount of snow that has fallen.

It has been estimated that an average of 80 per cent. of the flow of rivers in the Western United States comes from melting snows in the mountains. A bumper crop of snow one year may mean disastrous floods, while a sparse fall of snow may bring drought and shortages of power. It is therefore of the greatest importance to everyone in the West to know exactly what the winter's snowfall was, and how the prospects for the summer are affected.

To this end the Soil Conservation Service sends out teams to measure the quantity of snow that has fallen. Though the latest designs in snow transport are used, ordinary skis are still a major form of transport. Last year, for instance, snow surveyors travelled 28,000 miles on foot and only 9,000 miles in various conveyances.

THE IMPRESSIVE NEW UNIVERSITY CITY IN VENEZUELA WHERE THE INTER-AMERICAN CONFERENCE WILL TAKE PLACE NEXT MONTH : A general view of the new university at Caracas, some of whose buildings are almost startlingly modern in design. The tall building in the centre is the university's administrative centre. The half-dome structure to its left is the Aula Magna. This will serve as the conference hall for the tenth Inter-American Conference which is scheduled to begin next month. Delegates from every nation in the Western Hemisphere are expected to attend. Work on the University was begun in 1946, and is now almost completed. The latest facilities for students of all faculties, including a large well-equipped hospital, have been built.



On right—

GENERAL NEGUIB TAKES A LOOK AT THE ROYAL TREASURES : The Egyptian President inspecting a showcase during a preview of the treasures of ex-King Farouk, which are now being auctioned. General Neguib led more than 100 guests round the Koubbeh Palace in Cairo, where the valuable collections were on view to prospective buyers. Among the visitors was the British Ambassador.

HEMINGWAY CRASHED HERE : The Cessna single-engined monoplane in a clearing near Murchison Falls, Uganda, after its pilot had made a forced landing. Inside were Ernest Hemingway, the American writer, and his wife. Two cracked ribs for Mrs. Hemingway were the only injuries received. The party spent a night by the aeroplane, only the light of their fire keeping the local herd of elephants at a respectful distance. The next day they were picked up by another aircraft that was to take them to Entebbe, but the adventures were not over yet.

HEMINGWAY CRASHED HERE, TOO : The burnt-out wreckage of the twin-engined Rapide, which had "rescued" Ernest Hemingway, his wife and his pilot the day after their first crash. This aircraft crashed on the way to Entebbe, and burst into flames soon after hitting the ground. All the occupants, however, had got out of the aircraft safely. This time, however, they resumed their journey to Entebbe by road.

A PORTUGUESE TRAWLER IS WRECKED JUST OFF SHORE : This picture of the trawler *Acores* was taken from the near-by shore at Cabo Raso, in Portugal. Cabo Raso, not far from Lisbon, is the cape at the point where the Tagus estuary runs into the sea. Sixteen of the crew died when their vessel struck rocks in heavy seas. The seventy-year-old skipper went down with his ship while crowds on shore looked on, unable to help. The majority of the crew, although they could swim, died of shock in the icy water. The only two men who were rescued had been swimming for seventy-five minutes.

CEREMONIAL in the VATICAN and ROME

Celebrations in Connection with the Twenty-fifth Anniversary of the Conciliation Between Church and State

CELEBRATING THE TWENTY-FIFTH ANNIVERSARY OF THE CONCILIATION BETWEEN CHURCH AND STATE AT THE VATICAN: Cardinal Nicola Canali (centre, on left) seen addressing the Italian Foreign Minister Attilio Piccioni (seated next to him) when he presented the fragment of the Ara Pacis Altar of Peace to the Italian Government. The occasion formed part of the ceremonies in connection with the anniversary of the signing of the Lateran Pacts which established peace between Italy and the Vatican following the war of Italian Unification in the last century.

THE FRAGMENT OF THE ANCIENT ALTAR OF PEACE PRESENTED ON BEHALF OF THE POPE TO THE ITALIAN GOVERNMENT: This was formerly preserved in the Vatican Museum. In the picture at the top of the page the fragment is seen being guarded by two Vatican Guards.

THE THANKSGIVING SERVICE IN ROME—THE CELEBRATION OF THE SOLEMN TE DEUM IN THE ARA COELI CHURCH, NEAR THE CITY HALL: *Left*—Cardinal Clemente Micara, who officiated at the service, seen in procession with his attendants. *Right*—Some of the diplomatic and political representatives who were present in the church. They include the British Ambassador, Sir A. Clarke (left); the French Ambassador; the American Ambassador, and the Italian Foreign Minister, Attilio Piccioni.

HER MAJESTY ENTHRONED IN THE CHAMBER OF THE LEGISLATIVE COUNCIL OF THE NEW SOUTH WALES PARLIAMENT IN SYDNEY: The State opening of the third session of the thirty-seventh Parliament of N.S.W. was the first performed in Australia by a reigning Sovereign. Standing on the Queen's right is her Private Secretary, Sir Michael Adeane. As soon as the Queen had taken her seat in the small Chamber, Black Rod was despatched to summon the Legislative Assembly and all those present waited in silence until the time came for Her Majesty to read the Speech. The ceremony at Parliament Buildings, on the second day in Sydney, was the first big occasion of the Royal tour in Australia. The opening of the Federal Parliament in Canberra, Australia's capital, was arranged for last Monday.

THE QUEEN OPENS AUSTRALIA'S OLDEST PARLIAMENT

Ceremonial in the N.S.W. Parliament Buildings in Sydney

THE SPEECH FROM THE THRONE: On this and two other engagements on the same day Her Majesty spoke of the warmth and sincerity of the welcome expressed by the people of Sydney. The first Legislative Council in N.S.W. was established in 1842 and the first Parliament was opened in May, 1856.

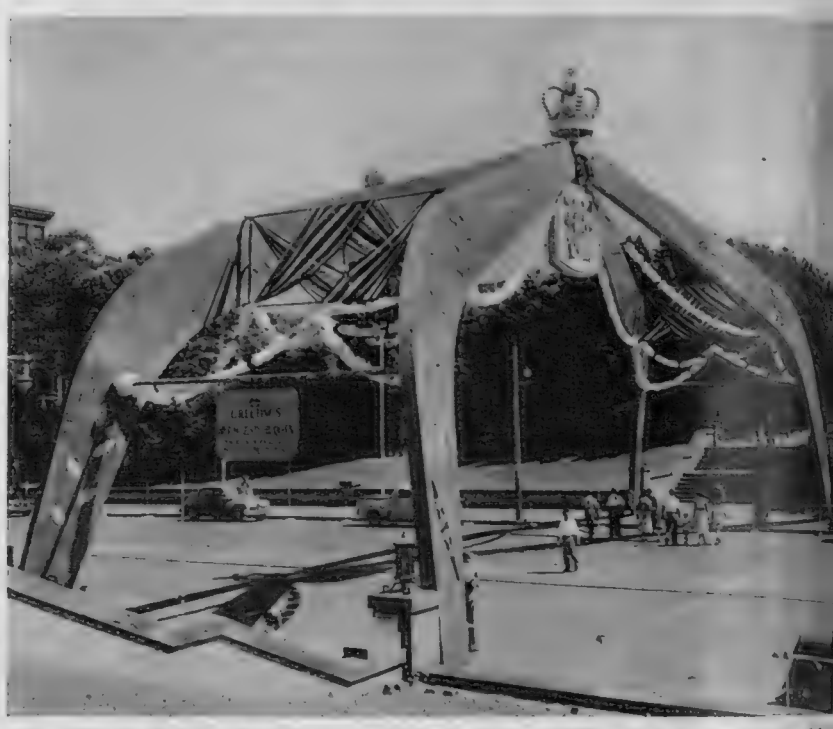
THE QUEEN LEAVES THE PARLIAMENT BUILDINGS: She is accompanied by the Duke of Edinburgh, wearing white naval uniform. The Queen's gown is of fawn lace and her jewels include diamonds and pearls.

SYDNEY EN FÊTE FOR THE ROYAL TOUR

Spectacular Decorations in the Capital of New South Wales—The Harbour and Holiday City on Australia's East Coast

A PROMINENT FEATURE IN MACQUARIE STREET, A MAIN THOROUGHFARE OF SYDNE
This is the decorative arch, surmounted by a coronet and a model of the O over a portrait of the Queen, erected on behalf of the Chamber of Manufacture

A FORMER LONDON CORONATION CENTRE-PIECE RE-ERECTED IN A SYDNEY "SEASIDE SUBURB": This is the elaborate construction which adorned the Parliament Square end of London's Whitehall at the time of the Coronation, and which has since been re-erected in the Corso at Manly, having been purchased by the local council. The Corso is a thoroughfare linking the harbour beach at Manly with the Ocean beach, favourite spots with the citizens of Sydney. The N.S.W. Capital has been transformed for the Royal Tour, having been decorated and illuminated on a scale never before seen in the city. Special attention was given to the parks, more than 500,000 seedlings, planted by the City Council's gardeners, bloomed to provide a rich spectacle.



THE CITY COUNCIL'S "BOOMERANG" ARCH IN PARK STREET: This is constructed of four huge wooden boomerangs, decorated with coloured aboriginal motifs. Decorated arches formed the main theme for the city of Sydney's Royal Tour decorations.

THE GAILY-BEDECKED STREETS OF SYDNEY: In many cases they are reminiscent of the London streets at the time of the Coronation. *Left*—The huge Union flag, 100 ft. by 50 ft., which forms part of the decorations on David Jones's big store; *centre*—The Bankers' Arch, topped by a model of St. Edward's Crown, which spans the intersection of Pitt Street and the broad sweep of Martin Place, and, *on right*, the Overseas Shipping Association's arch (reminiscent of the arches in the Mall) in Bridge Street.

SURF-RIDERS AND DANCERS GREET THE QUEEN

Busy Days in Sydney for the Royal Visitors at the Start of the Two-Months Tour of the Commonwealth

HE FIREWORK DISPLAY IN THE HARBOUR ON THE FIRST NIGHT OF THE ROYAL STAY IN SYDNEY: Thousands of fireworks were set off and the exhibition was witnessed by the Queen and the Duke of Edinburgh at Government House, their Sydney residence. The set-pieces included a portrait in fire of the Queen and the Duke.

URF-RIDERS AND HOLIDAY CROWDS ACCLAIM THE ROYAL VISITORS ON BONDI BEACH: The occasion was the surf-carnival, and the drive along the beach in a Land-Rover came after the Queen and her husband had witnessed a demonstration of rescue work given by the local life-saving club. Most of the important beaches in Sydney, and, indeed, Australia, have their own life-saving clubs. This is made necessary by the strong currents and the presence of sharks along the coasts.

THE QUEEN ATTENDS A BANQUET "AMONG HER OWN PEOPLE": Dressed in a chartreuse gown, with the Ribbon of the Garter, she is accompanied by the Premier of N.S.W., Mr. J. J. Cahill. It was at this banquet that the Queen said she had felt very much at home and among her own people from the first moment she stepped on Australian soil. About 75,000 witnessed the Queen's arrival at the banquet.

YDNEY ACCLAIMS THE QUEEN BY DAY AND BY NIGHT: *Left*—Her Majesty arriving at Legacy House to visit the orphans of fallen or deceased members of the Australian Armed Services, and, on *right*, the Queen and the Duke seen seated on the dais in the Town Hall during the ball held in their honour by the Lord Mayor. 2,000 guests attended the ball and thousands of other citizens gathered outside the building to cheer the Royal arrival. Many leading citizens were presented to the Queen.

ST. HELENA—A TEMPERATE ISLE SET DEEP IN THE TROPICS: A view of the South Atlantic island from one of the few ships that call nowadays. In the valley can be seen St. Helena's capital, Jamestown, with Ladder Hill on the right. This rugged, volcanic island, with a population of less than 5,000, is little in the news to-day, and is best remembered as the home of Napoleon in exile. St. Helena was discovered by the Portuguese in 1502, but has been in British hands for nearly 300 years.

ST. HELENA

The Orphan Island in the South Atlantic

Renowned for its Associations with Napoleon, this British Possession is Often Overlooked

The paradox of St. Helena lies in the fact that it is at once the most famous and the least known of the world's islands. Most schoolboys used to be able to connect it with Napoleon's exile, yet few people to-day would even be able to give its geographical position. This pleasant island in the South Atlantic has, however, a history that goes beyond the nineteenth century, and attractions that are missed by many of those who scan the globe for somewhere to relax.

St. Helena cannot be easily classified. The volcanic island is by no means exceptionally small, for nearly 5,000 people live on its 47 sq. miles. It is not as lonely an island as the now celebrated Tristan da Cunha, which is a dependency of St. Helena. It is not a forgotten island, for remote though it is, ships call more than twice a month, while its New Zealand flax products find their way to Britain in large quantities. It is perhaps most easily described as an orphan island, for St. Helena seems to belong to no one in particular. The Portuguese discovered it, uninhabited, in 1502, and the Dutch took it from them. In 1658 the East India Company took possession of the island and built a fort there; it was then used as a refitting and revictualling station for ships for many years. In 1834 the island was taken over by the British Government; now it has been administered by the Colonial Office for many years.

But, of course, this is the island where Napoleon was imprisoned from 1815 to 1821, and where he died. He lived at Longwood, a pleasant, rambling house high up in the hills, with magnificent views all round. In the gardens, which were beautifully laid out, he had sunken paths made so that he could walk about without being seen by his English guards. He was allowed to use a telescope, with which he scanned the seas for hours on end. In one of the wooden shutters of the house are two small round holes, one above the other, through which he was able to use his telescope without being seen from outside. The top hole was for use when he was standing, the lower one when he was seated.

Napoleon was buried on St. Helena and his grave is carefully tended to-day. It bears no inscription of any kind, as the French and English could never agree on what the wording should be. In 1840 his remains were removed to France. To-day the grave, in a wooded dell, where a spring at which Napoleon drank still bubbles, is French territory. So also is Longwood and its garden, and both are maintained by a French society.

SLIDING DOWN JACOB'S LADDER: An island boy, his arms on one rail and his bare feet on the other, hurtling down the railings at great speed. The 699 steps of Jacob's Ladder lead to Ladder Hill and the East India Company's old fortress at Jamestown.

Jamestown, the only town, lies in a very deep valley, with an old fortress 600 ft. above, connected to the town by a ladder of 699 steps, inevitably called Jacob's Ladder. The island boys slide down the railings at great speed, face upwards, with their arms on one rail and bare feet on the other.

The islanders are delightful people, excessively polite and courteous, who speak with cultured English voices. They are a mixture of African natives and early settlers, and vary in colour from dark coffee to white. There was plenty of work when St. Helena was a military outpost, but since then the problem has been to find a lucrative occupation for the people. New Zealand flax, a type of sisal, was introduced and grows prolifically all over the island. It is treated in a number of small mills scattered about in the hills, and this forms the main industry and the chief export. Numerous handicrafts are encouraged—basket and lace-making—and much business is done with ships' passengers.

Around the rocky coast there is little vegetation. But inland it becomes greener the higher one goes, so that in the hills the country looks as green as Devon, and often not unlike it, with cows grazing in fields surrounded by stone walls, various English types of trees and masses of yellow gorse. But the predominant green is that of the flax, with its long, thick, pointed leaves and tall flower-stems. The scenery is often magnificently wild, for this island is an extinct volcano. At one place there is a vast view down into an ancient crater, now all clothed in greenery, with weirdly shaped rocks far away. The climate is ideal, never being cold, never excessively hot; storms are unknown and sea breezes always blow. The fifty or so white people on the island love it, and some even remain there in retirement. Though so far away, this orphan island does seem to have a strange affinity with England after all.

AN ISLAND RICH IN FLAX: A view of the rugged terrain of St. Helena and, in the foreground, flax, on which the island's economy is virtually dependent. There are about 3,000 acres under this crop, nearly all of which is exported as hemp and tow. There are also plantations of fruit trees, eucalyptus, Norfolk pines and cedars.

THE MAIN STREET IN JAMESTOWN: Motor-cars, many of ancient design and most of them taxis, are seen parked in the island's capital. The spire in the background is that of St. James' Church. The greater proportion of the island's population live in the capital, the rest being scattered over the 47 square miles of St. Helena.

LOCAL WOMEN AND CHILDREN: As the island was uninhabited when it was discovered, it may be said that the people of St. Helena are of mixed Portuguese, Dutch, British, East Indian, Chinese, and African descent. A remarkable fact is that nearly a quarter of the population are of school age.

On left—
THE HAPPY FLAX-WORKER: Though flax is the only proper industry, much of the population relies on visitors to purchase locally-made articles such as lace, needlework and woodwork.

DONKEYS PROVIDE THE BEST FORM OF TRANSPORT: The roads of St. Helena are rough and steep, and those who have a car find that they can never get into top gear. The islanders, however, rely on the donkey; there is no public transport at all.

LONGWOOD HOUSE, WHERE NAPOLEON LIVED AS A PRISONER: The old house, now preserved by a French society, which stands on the interior plateau not far from Jamestown.

On right—NAPOLEON'S TOMB, NEAR LONGWOOD: The large white stone bears no inscription, because the French and English Governments could never agree on the wording. In 1840 Napoleon's remains were removed to France.

A TROPICAL ISLAND WHOSE SCENERY IS REMINISCENT OF ENGLAND: As the country rises towards the hills in the interior, there is plenty of vegetation. The hills of St. Helena are often compared to those of Devon, and grazing cows, the stone walls and English types of trees add to the effect.

THE CROWDED BANKS OF THE GANGES DURING THE CEREMONY OF KUMBH MELA: During the religious rites, in which pilgrims wash away their sins in the waters at the confluence of the Rivers Jumna and Ganges, a section of the 3,500,000 pilgrims congregated for the ceremony became terror-stricken and, in the human stampede which ensued, 500 people lost their lives and nearly 1,000 were injured.

The ceremony of Kumbh Mela is normally held at the confluence of the Ganges and Jumna, near Allahabad, every twelve years, but this year, because of the relative position of the planets, it was a very auspicious occasion, and one that occurs only once in every 144 years. Therefore, an even greater number of pilgrims than ever attended the religious rites of bathing in the waters of the two rivers, thus washing away their sins.

The stampede began when a group of holy men, returning from the river, found their path blocked by some of the 3,500,000 pilgrims who were there. The holy men, whose leaders were seated on elephants, then used lances to clear a way through the crowd, thus causing a terror that spread rapidly through the massed pilgrims. The police, using batons, attempted to stop the panic, but only succeeded in causing even greater confusion, and of the thousands of people blindly pushing their way about on the muddy and slippery banks of the Ganges, 500 lost their lives and nearly 1,000 were injured. Many of the bodies were crushed beyond recognition.

The STAMPEDE by the GANGES

The Tragedy in which 500 People Lost their Lives during the Religious Ceremony of Kumbh Mela

A GROUP OF HOLY MENDICANTS GATHER FOR THE KUMBH MELA: Reports from India have laid the blame for the stampede upon such men as these. When returning from bathing, a group of holy men, finding their way blocked by the vast crowd, used force to cleave their way through, thus causing the crowd to panic.

A YOUNG SANYASIS RECEIVING ALMS AT THE HOLY GATHERING: This four-year-old boy, with his body besmirched with ash, has "renounced the world" and is seated by his bowl, receiving alms, which consist of rice, flour, coins and gold. Because of the burden that he has taken upon himself at such an age, he is much admired.

On left—

HOW ONE PILGRIM ESCAPED THE STAMPEDE: When the panic began, this man shinned up a telegraph-pole. Later he tried to cross by the wires to another pole, but when half-way across, his nerve failed, and he was rescued, many hours later.

On right—

ANOTHER HOLY MENDICANT: This man is a saddhu, and as such trades upon the susceptibilities of the pilgrims for a living.

SOME OF THE MANY VICTIMS OF THE FATAL STAMPEDE ON THE BANKS OF THE GANGES: Volunteers are seen guarding some of the bodies of those killed in the crush. *On right*—THE WOMENFOLK WEEP FOR THEIR LOST HUSBANDS: The majority of those killed or injured, however, were women and young children.

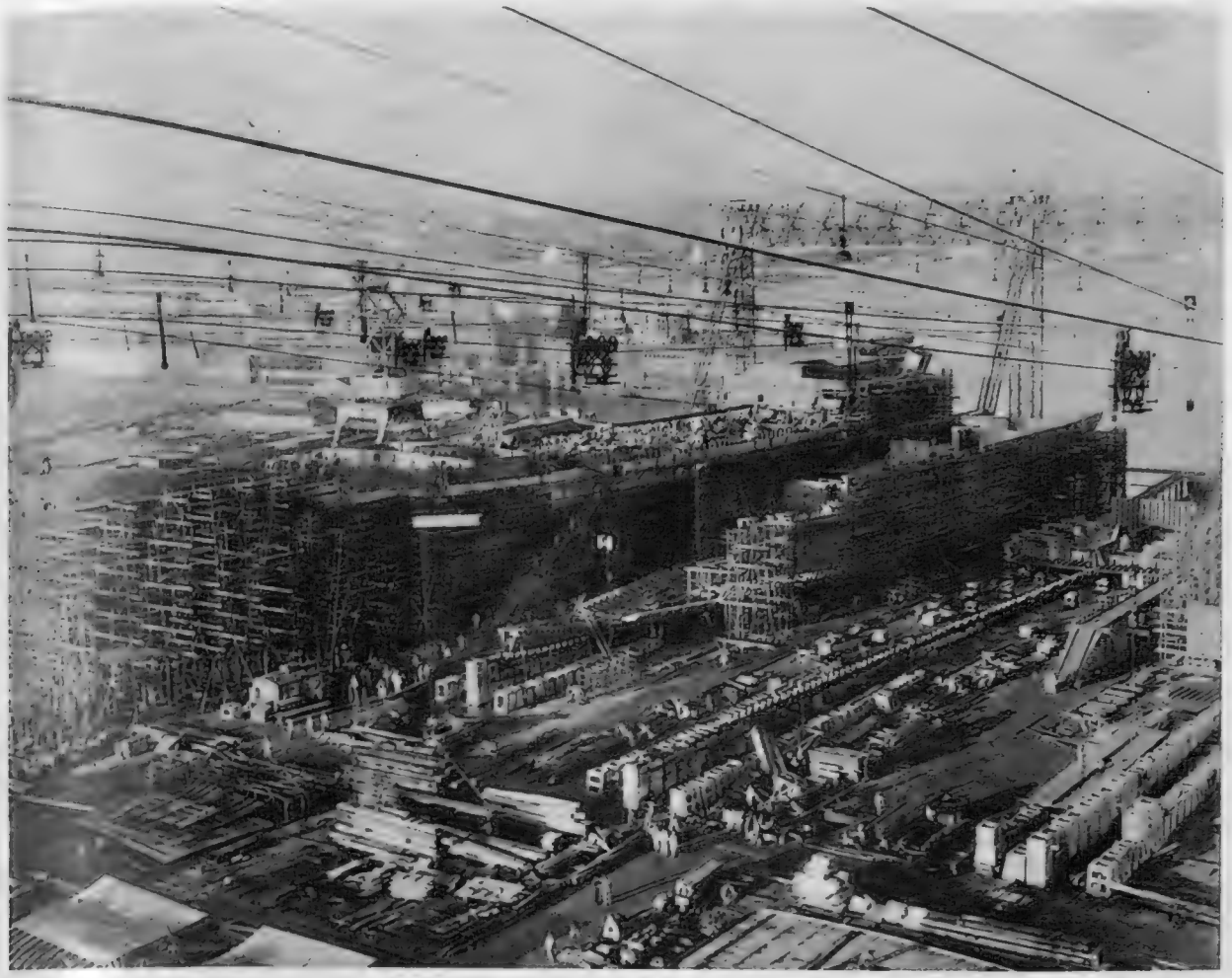
BOOM DAYS IN GERMAN SHIPYARDS

Scenes in Bustling Hamburg, where a Tremendous Output has been Achieved in the Past Fifteen Months

One of the most important contributions to the present economic resurgence of Western Germany is being made by the country's shipyards, most of which are centred around Hamburg. Last year the output of 722,000 tons of shipping was only bettered by that of Britain. But whereas the tonnage of British ships completed declined, that of German products rose sharply. Furthermore, the German shipyards are said to be operating at full capacity, and to have enough orders to keep them in that happy position for the next two years. In Britain, on the other hand, new orders are half those of 1952, and much of the present construction is on arrears of orders.

The West German effort is the more remarkable when it is compared with the record pre-war output of 504,000 tons, when the shipyards of Eastern Germany were not cut off from the rest of the country as they are to-day. Moreover, one of the biggest of West German yards, that of the Blohm and Voss Company, once the greatest in Continental Europe, now lies ruined and idle. At the end of the war West German shipping consisted of a coastal fleet of 20,000 tons, after all her large ships had been seized by the victorious powers. To-day, after restoring most of the bombed and dismantled yards, Western Germany already has a fleet of over 2,000,000 tons.

The West German Government has done much to encourage this prodigious output by loans and by giving tax relief to encourage investment in shipbuilding. But probably the main factors accounting for the greater rate of German productivity are the long working week, extra shifts and absence of restrictive practices.



THE YARDS OF GERMANY'S LEADING SHIPBUILDERS : The Hamburg shipyards of the Deutsche Werft Company, who led German production last year with an output of 220,000 tons. The large ship under construction is an 18,000-ton tanker. West German shipbuilding is now second only to that of Britain and its expansion may soon provide serious competition.

THE REPAIR DOCKS AT HAMBURG : A ship in the floating dock at the Deutsche Werft shipyards. Hamburg deals with much major repair work, like that occasioned by collisions. Last year West German shipyards had a record output of 722,000 tons.

A HAMBURG LAUNCHING : The 8,000-ton passenger freighter *Hamburg* sliding down the ways at her launching from the Vulkan Werft shipyard. This dockyard produced 50,000 tons of shipping last year, when the volume of British shipbuilding declined.

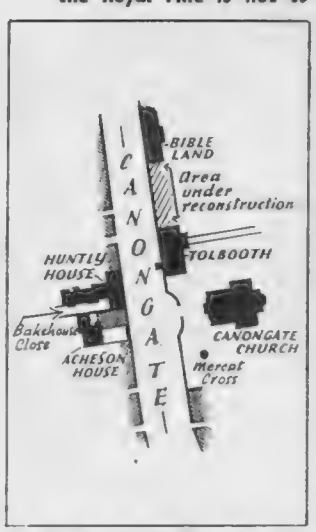
WELDERS AT WORK : Welders who earn about three shillings an hour at the shipyard of Stuelcken and Son, in Hamburg. This firm, which has been in the hands of one family for 113 years, specialises in medium-sized ships.

BAKEHOUSE CLOSE—ONE OF THE EARLIEST RESTORED FEATURES OF THE CANONGATE: Most of the earlier restorations of parts of the Royal Mile were initiated by private individuals. Now the city authorities, spurred on by the report of the late city architect and, no doubt, by the keen interest of the Royal Family, have started work at several points in the Royal Mile. The cost of the restorations will run into several thousands of pounds.

RESTORING EDINBURGH'S HISTORIC ROYAL MILE

John Mackay Illustrates the Scheme for the Canongate, where the Noblemen of Scotland once made their Homes.

AT THE HEART OF THE HISTORIC CANONGATE: This drawing was made from the re... Much of the Royal Mile, running from Holyrood to the Castle, fell on evil da... the Royal Mile is not to create a museum-piece, but to bring back to it some... set back between two characteristic Royal Mile hou... are Huntly House, with its three projecting gable... from 1591, and, on the extreme right, the fa...



A PLAN OF PART OF THE CANONGATE RESTORATIONS: The part marked as under reconstruction was slum tenement buildings which have now been demolished.

A Scottish poet has described the Old Town of Edinbu... as "yon shadow-mile of spire and vane." But... many years people in Edinburgh have felt that... famous street of romance known as the Royal Mile loo... its best from a distance; decaying stone buildi... gashed by broken windows, sadly out-numbered pres... able historical monuments. Some of these were... mansions and tenements fallen on evil days, still bea... signs of their former grace and dignity, others w... comparatively late additions. The general effect... hardly one to do credit to the capital of Scotland.

Fortunately, in addition to the considerable impro... ments wrought by public bodies between the two w... other valuable rescue work was carried out by individ... and societies interested in the antiquities of Auld Ree... Bit by bit old houses were brought back to life, w... such heartening results that the possibilities of restor... the ancient burgh to a state worthy of its history beca... something more than an idle dream.

Now a really comprehensive scheme is in hand... restore long stretches of the Royal Mile. The to... authorities, inspired by the report of the late city arc... tect, and no doubt encouraged by the keen inter... of the Royal Family, have started work, now in progr... at several points, which will cost many thousands. T...

LOOKING UP THE CANONGATE TO THE TRON KIRK: The steeple of the Tron Kirk can be seen in the distance. On the right is one of Edinburgh's most famous buildings, the Canongate Tolbooth. Left of it, between the marked lines, are the tenements, now demolished.

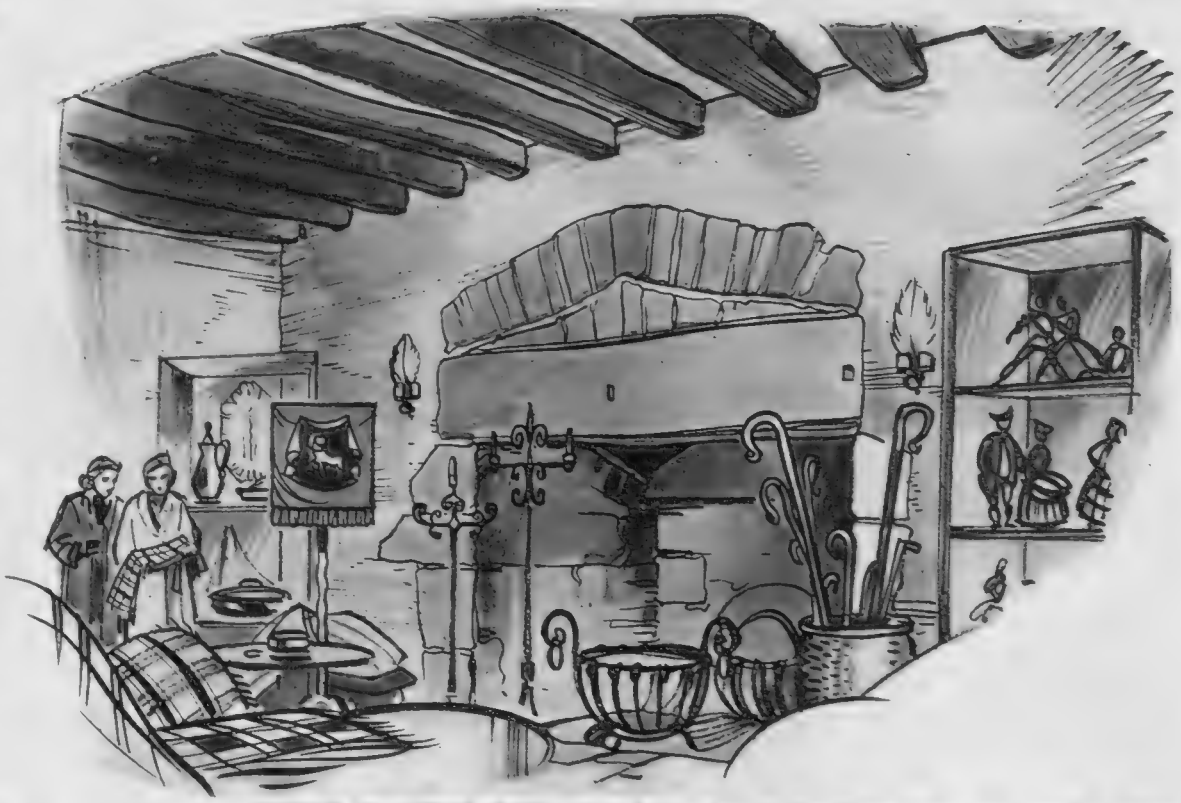
WORK IN PROGRESS IN THE CANONGATE: This drawing shows what is being done in the area of the photograph *on the left*. To the left is the seventeenth-century building known as Bible Land, which is being restored. The new buildings going up on the site of the demolished tenements are in the style of seventeenth-century Scottish domestic architecture. The arcade will be occupied by shops. Some of the buildings will have red pantiles—another traditional architectural feature.

onstructed garden enclosure surrounding the old Mercat Cross of the Canongate. Around here most of the work to restore old Edinburgh to its former dignity is being done. g the last century; what were once the houses of Edinburgh's wealthy and aristocratic classes became some of the slummiest tenements in the city. The aim of restoring the grandeur of its old life. The drawing shows a mixed part of the Royal Mile, some of it restored, some not. On the left is the crow-stepped gable of Acheson House, ch still await the restorer's attention. Across the page the City Museum), the Canongate Tolbooth, which dates the Canongate Church, the Kirk of Holyroodhouse.

scheme illustrated on these pages is sited in the Canongate, between New Street and the Canongate Tolbooth, within the lower part of the Royal Mile, which was originally a separate burgh. The design of this portion, one of a number of projects in the area, is by Mr. Robert Hurd, an Edinburgh architect who has already effected some notable restorations in the city.

In the heart of the block is the tall seventeenth-century building known as Bible Land, and west of it, separated by another building, is the frontage called Shoemaker's Land. Both of these were associated with the once powerful and wealthy Corporation of Cordiners (Shoemakers), who held a yearly procession through the town, headed by the figure of King Crispin, and who lavished such extravagance on its mounting that the funds of the guild were often sadly depleted. The ancientry of the tenements is pleasantly emphasised by the comely outline of the roof of Bible Land, and by the carved panels adorning both lands, which bear symbols of the shoemaker's craft accompanied by pious aphorisms.

Already the new buildings, which will join this block with the sturdy little edifice that clings to the west side of the Tolbooth, have risen beyond the first storey. The graceful arcade on which they rest is to be occupied by shops, reintroducing a feature once characteristic of old Scottish burgh architecture. Another fashion revived is the use of colour harling and red pantiles on some of the buildings, a traditional touch which should add greatly to the scheme's charm.



INTERIOR OF ACHESON HOUSE: This is a corner of the dining-room, now used to display the work of the Scottish Craft Centre. Acheson House, which was begun in 1633 and is Edinburgh's last courtyard mansion, was for some years the manse for the Canongate Church. It was restored in the '30's by the late Marquess of Bute.

INTERIOR OF HUNTLY HOUSE: Huntly House now houses Edinburgh Corporation's Museum and was restored between the wars. In the room where the drawing was made, the ceiling was removed to show the roof timbers.

The Tolbooth scheme is being carried out in an area which has already been the subject of much attention. The sixteenth-century Tolbooth, which forms the focal-point on this side of the Canongate, has been restored several times; the present work is now being done for the Corporation by the City Architect, Mr. A. G. Forgie. When completed it will provide accommodation for a museum and a place for meetings. Its next-door neighbour, the exquisite post-Carolean Canongate Parish Church, the Kirk of Holyroodhouse, was beautifully restored in 1947 to the plans of Mr. Ian Lindsay, an architect who has done much to publicise the plight of the old town. Both town house and church bear reminders of the Canongate's medieval status as the burgh of the Canons of Holyroodhouse—the emblem of a stag's head with a cross between the tines, which recalls the romantic but inaccurate legend that David I founded the Abbey of Holyroodhouse in thanksgiving for his miraculous rescue from the attack of an infuriated stag.

On the opposite side of the street are two old mansions dating from the days when the Canongate, close to the Royal palace, held the town houses and lodgings of the aristocratic and the wealthy. Most westerly of these is Acheson House, Edinburgh's last courtyard mansion, which was begun in 1633 by Sir Archibald Acheson, a Scottish Secretary of State; it was rescued from dereliction in the 1930's by the late Marquess of Bute. It lies on one side of Bakehouse Close, long a delight to artists, and is now appropriately used as a Scottish Crafts Centre. On the other side of the close is the still older Huntly House, now Edinburgh's City Museum, fortunately restored between the two wars with excellent taste. Its wide timber frontage bears replicas of the mottoes which once earned it the nickname of the "Speaking House." However, its links with the Huntly family are very slender, for its principal owners were the Incorporation of Hammermen who bought it in 1647.

The intention of this extensive and costly improvement of the Royal Mile is not to create a museum-piece, but to bring back to Old Edinburgh something of the vivid and varied life it once knew; to provide good homes and attractive shops, stimulation for craftsmen, and continuity for the fine tradition of Scottish burgh architecture. Surely if the stones of the "Speaking House" could utter they would shout aloud one of their mottoes which runs:

"I am old but renew my youth."

Rhoda Spence

THE COLOURS ARE MARCHED PAST THE SALUTING-BASE : Field-Marshal Earl Alexander, Minister of Defence, with Major-General D. Dawnay, on the dais during the march-past of cadets at the Royal Military Academy, Sandhurst. The College Colour is dipped in salute, while the Queen's Colour remains upright. *On right*—Field-Marshal Alexander and Major-General Dawnay during the inspection of nearly 800 officer-cadets. Among the guests at the Sovereign's Parade was Field-Marshal Sir John Harding, Chief of the Imperial General Staff. In his address to the cadets, Earl Alexander spoke of the tasks with which the cadets would be confronted when they joined their units and told them what was required of a present-day officer.

THE SOVEREIGN'S PARADE AT SANDHURST

Field-Marshal Earl Alexander Takes the Salute at the Passing-out Parade at the Royal Military College

THE DUKE OF KENT STEPS OUT : The young Duke, who is now an officer-cadet at Sandhurst, marching with the Anzio Company. His "term" was inspected, but did not take part in the actual Sovereign's Parade.

FIELD-MARSHAL EARL ALEXANDER PRESENTS THE TERM'S HIGHEST HONOURS : *On left*—Senior Under-Officer Lord Patrick Beresford receiving the Sword of Honour. *On right*—Junior Under-Officer A. T. Heatly being presented with the Queen's Medal. The Sword of Honour goes to the best all-round cadet of the term which is passing out. The Queen's Medal goes to the cadet who is placed first in the Passing-Out List.

THE AVRO VULCAN FLIES AT HEIGHT—ONE OF BRITAIN'S LATEST FOUR-JET BOMBERS IN THE STRATOSPHERE: This is the second prototype of the delta-wing heavy bomber built by the Hawker Siddeley group, and is powered by Bristol Olympus engines. It is piloted by Wing-Commander Roly Falk. The photograph was taken from another successful but older Avro type, the Lincoln. The Vulcan, which, with the Vickers Valiant and the Handley Page Victor, is now in super-priority production for the R.A.F., is the first jet bomber to use the delta wing, and was developed from the Avro 707, which was the first delta-winged jet aircraft ever to fly in Great Britain.

THE VULCAN in the STRATOSPHERE

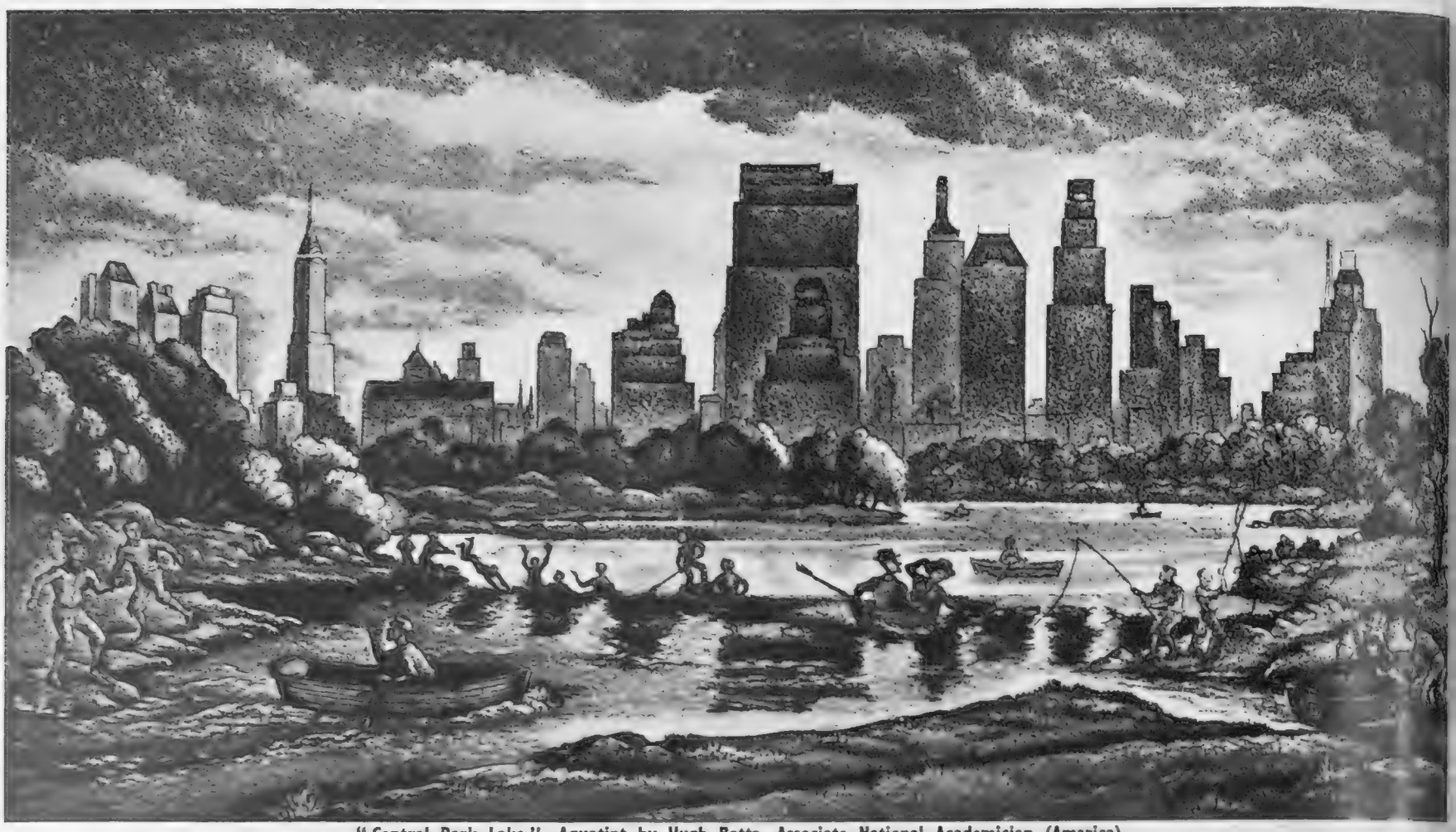
AND OTHER AVIATION NEWS PICTURES FROM ENGLAND AND AMERICA

On left—

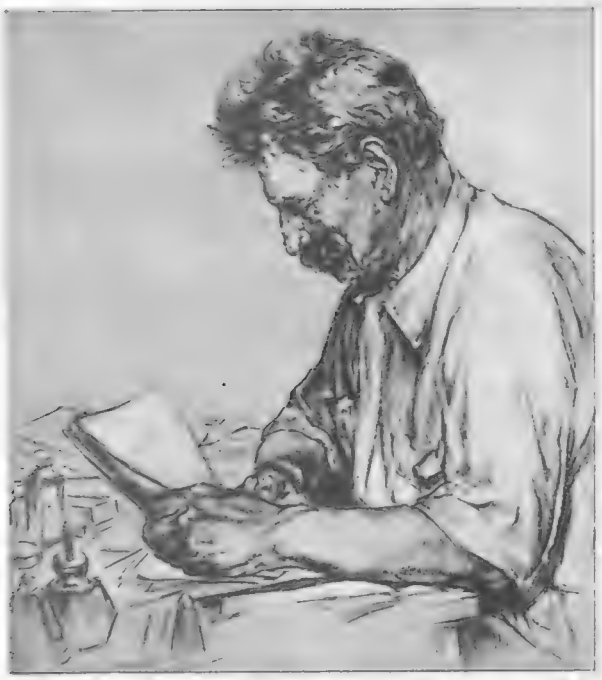
THE FIRST CONVERTIBLE AIRCRAFT BUILT FOR THE U.S. AIR FORCE: The McDonnell XV-1, which has been developed by the Research and Development Command of the U.S. Air Force and the McDonnell Aircraft Corporation. For vertical flight, the aircraft will use the rotor blades, but for forward flight, the engine drive will be transferred to the propeller, and the aircraft will be supported in the air both by the wings and the rotor blades, which will then be autorotating. Aircraft designers have long sought after a machine combining the flight characteristics of helicopter and aeroplane, and this machine, built on the same theory as the English Fairey Rotodyne, is one of the attempts being made.

THE LATEST VERSION OF THE ENGLISH ELECTRIC CANBERRA: This is the Canberra B. Mark 6, which is now in production at the English Electric Company's works at Preston, and which is to supersede the present Canberra B. Mark 2. The Canberra, which is one of the most successful British aircraft to be designed and built since the end of the war, has made many notable flights. Among the twelve point-to-point records that the aircraft holds is the first two-way crossing of the Atlantic in one day, and the England—Australia record. In May of last year a Canberra, fitted with Bristol Olympus engines, established a new altitude record of 63,668 ft. As well as being produced in this country, aircraft corporations in Australia and America are building the aircraft under licence.

A NEW AMERICAN JET TRAINING AIRCRAFT: This is the latest two-seater jet training aircraft which has been developed as a private venture by the Lockheed Aircraft Corporation, and it is at present engaged upon a national tour, during which it will be demonstrated before U.S. Air Force and Naval authorities at many air-training bases throughout the United States. Among the many features incorporated in this aircraft are a raised seat for the instructor, behind the pupil, giving him a better view, and a parachute brake to slow the aircraft down after landing. As well as being used for primary and advanced training purposes, the aircraft, which has a speed of 600 m.p.h., can be used for instruction in advanced navigation, gunnery, rocket firing and dive-bombing.



"Central Park Lake" Aquatint by Hugh Botts, Associate National Academician (America).



"Dr. Albert Schweitzer" Etching by A. W. Heintzelman, N.A.

ETCHINGS and ENGRAVINGS

The Society of American Graphic Artists and the Royal Society of Painter-Etchers and Engravers are Together Exhibiting Prints at 26, Conduit Street, London, W.

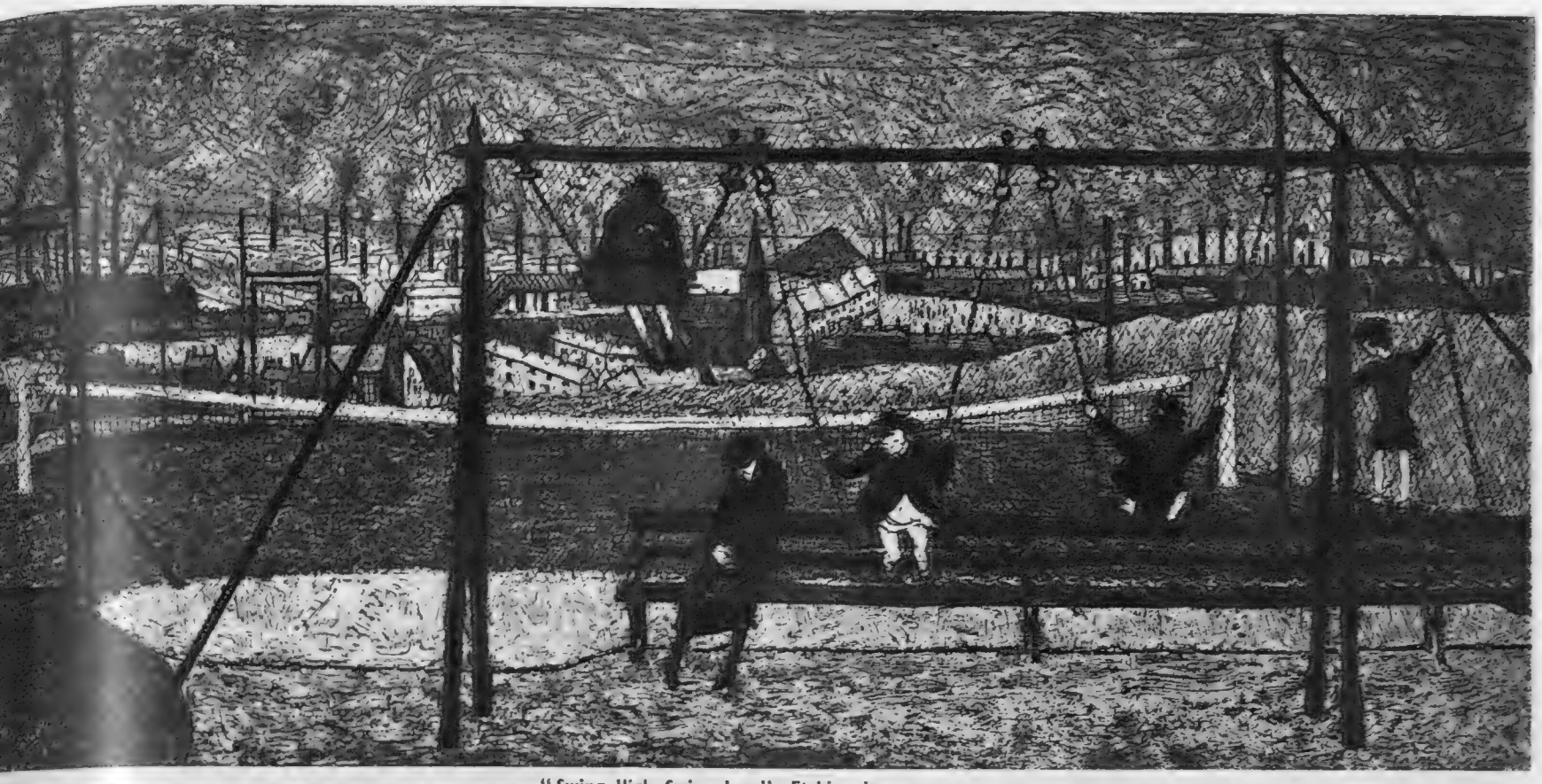
The United States Ambassador opened yesterday (Friday) an Exhibition of Etchings and Engravings by Fellows and Associates of the Royal Society of Painter-Etchers and Engravers and by members of the Society of American Graphic Artists. This exhibition, which is open until March 23, is the outcome of a desire to exchange shows, an idea fostered by both the President of the British Society, Malcolm Osborne, R.A., and the late John Taylor Arms, late President of the American Society. John Taylor Arms has been succeeded by Lynd Ward, whose wood-engraving "Seedling" is in the exhibition. A similar exhibition of British work is now in the United States, and is to make a tour of many of the principal galleries in America.

In Conduit Street the galleries are divided in two, one side hung with American prints and the other with British. The comparison is instructive and intriguing. The work is very varied in technique and character; etchings, line-engravings, dry-points and wood-engravings are hung in well-arranged groups, together with some interesting experiments in colour prints. Lithographs, too, are included in the American section, a medium not sponsored by the British Society.

Much of the work by members of both the societies is traditional in method, with sound technical quality, though lively enough in subject and outlook. If anything, the American artists are more venturesome in technique, but there is no lack of stimulating work in either of the camps. Among the portraits shown are those of two famous men very much in the news to-day. The portrait of the great Frenchman Albert Schweitzer, by Arthur Heintzelman, is massive and full of character. That of Somerset Maugham, by Mr. Freeth, has earned a glowing tribute from his celebrated sitter.

"Seedling" Wood-engraving by Lynd Ward, A.N.A.

"Homewards, No. 2" Line-engraving by Carl M. Schultheiss.



"Swing High Swing Low" Etching by T. W. Ward.

On left—

"Refugees, France" Etching by W. Eric Taylor, Fellow of the Royal Society of Painter-Etchers. Mr. Taylor is well known in American art circles, and is an Associate of the Chicago Society of Etchers. He is now Head of the Design School at the Leeds College of Art.

On right—

"W. Somerset Maugham" Etching by H. A. Freeth, R.E. It is of this portrait that Mr. Maugham wrote to the artist in 1952: "Of all the representations of me that have been done in the last few years your portrait is the only one that hangs in my house." Mr. Freeth, who won the Rome Scholarship in Engraving before the war, is one of Britain's foremost portrait-etchers, whose work has been acquired by many galleries and public bodies.

Below, on right—

"Birds in Roper's Park" Wood-engraving by Barbara Greg, R.E. Miss Greg is the wife of Norman Janes, another distinguished painter-etcher. She studied at the Slade School of Fine Art, and has exhibited wood-engravings at London, provincial and foreign exhibitions. She has also illustrated a large number of books.

"The Clothes-peg Maker" Line engraving by Stanley Anderson, R.A., R.E.

ROYAL PLATE

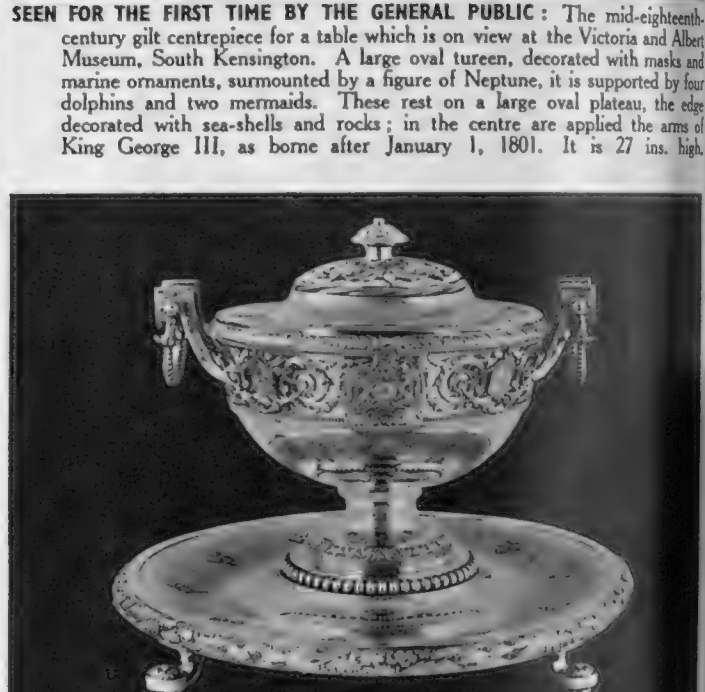
THE UNIQUE EXHIBITION AT THE VICTORIA AND ALBERT MUSEUM

A Magnificent Display of the State Plate which is Used at Buckingham Palace and Windsor Castle

THE SILVER-GILT TABLE-CENTRE MADE IN 1842 AND DECORATED WITH QUEEN VICTORIA'S FOUR FAVOURITE DOGS: Bearing the mark of Robert Garrard, it forms part of the Victoria and Albert Museum's Exhibition of Royal Plate which in normal times, when the Sovereign is in the United Kingdom, is in intermittent use and is divided between Buckingham Palace and Windsor Castle. Excluded from the exhibition are the Plate for the Coronation Banquet (which is normally exhibited at the Tower of London), the Plate of those Chapels Royal which are in use and of one or two other institutions. The Private Plate, which is the personal property of the Royal Family, is also excluded. *The pictures on these pages are reproduced by gracious permission of H.M. the Queen.*

THE MOST IMPRESSIVE ACQUISITION OF QUEEN ANNE'S REIGN: This huge wine fountain in the form of a pilgrim's bottle was probably made by Anthony Nelme, one of the leading London goldsmiths of the early eighteenth century.

SEEN FOR THE FIRST TIME BY THE GENERAL PUBLIC: The mid-eighteenth-century gilt centrepiece for a table which is on view at the Victoria and Albert Museum, South Kensington. A large oval tureen, decorated with masks and marine ornaments, surmounted by a figure of Neptune, it is supported by four dolphins and two mermaids. These rest on a large oval plateau, the edge decorated with sea-shells and rocks; in the centre are applied the arms of King George III, as borne after January 1, 1801. It is 27 ins. high.



REPUTED TO HAVE BEEN BOUGHT BY GEORGE III AT THE SALE OF THE EFFECTS OF A NEAPOLITAN AMBASSADOR: This gilt soup tureen and stand, made by Henri Auguste in Paris in 1787, is one of a pair.

When Charles II was restored to the English Throne in 1660, no Royal Plate survived, and it was necessary to provide a complete service of Plate as well as new Regalia. Apart from the Carolean plate, intended for the Coronation banquet, now in the Jewel House of the Tower of London, all Charles II's table silver must have been melted and refashioned during the eighteenth or early nineteenth century, for it is no longer represented in the Royal Plate. On the other hand, much of the Plate provided for the Royal Chapels has survived and is well represented in the Exhibition of Royal Plate from Buckingham Palace and Windsor Castle, which has just opened at the Victoria and Albert Museum. This is the first time that such a display has taken place, and has been made possible by the Queen granting permission for the Plate to be removed from the Royal residences during her absence abroad.

Although none of the vessels shown at the V. and A. belonged to the English Crown before the accession of Charles II, there are a few earlier pieces on view, these having been acquired in the early nineteenth century by the Prince Regent when he was forming a collection of antique silver.

William III must have added to the Royal Plate, but, owing to the curious practice of altering the Royal initials on the Plate at each accession, it is difficult to distinguish his additions from those of his uncle and of his successor, Queen Anne. Of the latter reign the most important acquisition was the wine fountain which later acquired the romantic tradition that it had been taken from the Admiral's ship of the Spanish Armada.

The most notable gap in the exhibition is to be found in the reigns of the first two Georges (1714–1760). Although the exhibition of the Brunswick Plate, held in the same gallery in 1952, showed something of the great wealth of silver plate preserved in the German palaces of the Hanoverian kings, they did not, however, keep a particularly magnificent State Plate in England, and new orders were probably not numerous. Apart from the acquisitions made by Frederick, Prince of Wales, who died in 1751, this state of affairs continued until about 1800, when George III, who had hitherto avoided lavish entertainment, began taking a greater interest in silver. His acquisitions included a magnificent pair of tureens by the leading Parisian goldsmith of pre-Revolutionary days, Henri Auguste.

Then came a period of lavish purchases by the Prince Regent, who was a most munificent patron of the Court goldsmiths, Messrs. Rundell, Bridge and Rundell. His acquisitions were on such a scale that it has never been necessary to make any substantial additions to it since, although during Queen Victoria's reign Messrs. Garrard, the Crown jewellers, supplied a number of very large table-centres. The Prince Regent's earlier purchases were mostly in the fashionable Neo-classical style, but after his accession signs of a more eclectic taste became apparent.

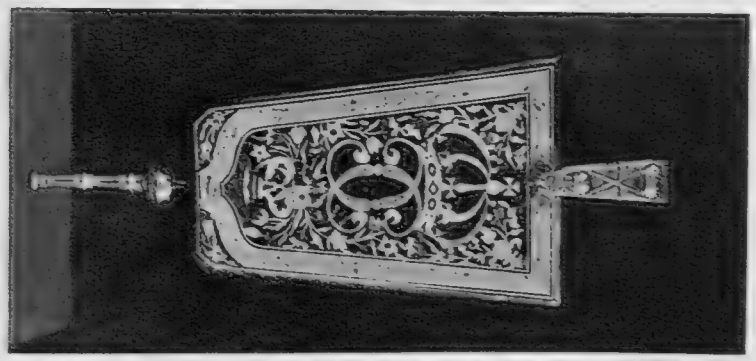
Among the great mass of Plate commissioned by George IV, most of which had eventually to be paid for by special Parliamentary grant, the most outstanding pieces are the Shield of Achilles, the candelabrum and the great wine-cooler weighing about 8,000 ozs. The latter was used at the christening of the future Edward VII as a punch bowl, its capacity being no less than seven dozen bottles of wine. Another piece of Plate connected with Royal christenings is the Victorian font, the centrepiece of which was designed by Prince Albert.

A SILVER WARMING-PAN OF THE EARLY EIGHTEENTH CENTURY: It is pierced and engraved in the centre with the crowned cipher of Queen Charlotte, wife of George III. The diameter of the bowl is 11 ins. It has a wooden handle.

A 19-IN.-DIAMETER BASIN AND A 14⅞-IN.-HIGH EWER: The former, embossed with strapwork enclosing bunches of fruit and dolphins, was made in 1595; the latter in 1617. This is vase-shaped, and equipped with an S-shaped handle.

PART OF GEORGE IV'S ANTIQUE SILVER COLLECTION: This late-sixteenth-century Nautilus Cup and cover was made in Nürnberg by Nicholaus Schmidt and purchased by Rundell, Bridge and Rundell in 1822.

TWO MODELS OF QUEEN VICTORIA'S FAVOURITE DOGS: They adorn the table-centre illustrated in the top left-hand corner of the facing page. The two dogs are the dachshund Waldmann (left) and the Skye terrier Cairnach. The names of the dogs are inscribed on a square pedestal.



A PAIR OF BELLOWS SAID TO HAVE BEEN MADE FOR NELL GWYNN: This exhibit is one of three English examples known, having been made for Sir Joseph Williamson, Principal Secretary of State, about 1680.

ACQUIRED BY THE CROWN IN THE EARLY NINETEENTH CENTURY: *Left*—A five-light Candelabrum, supported by a fluted pedestal, on either side of which is a griffin. Centre—a Dessert Stand, the central stem of which springs from an urn pedestal terminating in pineapple leaves and six vine branches with vine-leaf baskets; and on right, the Shield of Achilles, designed from the description in the 18th Book of the *Iliad*. The exhibition will continue until April 19; admission fee is 1s.

A VICTORIAN PROPOSAL: Henry Kendall asks Barbara Kelly for her hand in a scene from Hugh Mills's comedy, *Angels in Love*, at the Savoy Theatre. The play is described as a "comedy of the perils of innocence," and is derived from Frances Hodgson Burnett's famous novel about Little Lord Fauntleroy. Mr. Mills takes Little Lord Fauntleroy at the age of twenty-one and marries him off to a charming girl. The play opens with his mother, Dearest (Barbara Kelly), learning to her horror that her son, though wed for a year, still knows nothing of the "facts of life." Violet, Comtesse de Chaumont (Maxine Audley), has an amusing scene in which she instructs Lord Fauntleroy during a picnic about the habits of the bees and flowers.

A CONSOLING MOTHER: After Lord Fauntleroy (Peter Hammond) has been told about the bees, trouble starts; the undisciplined young man makes amorous advances on every woman he meets. On it then being explained that every little bee has its own little flower, he replies: "Don't be silly! Every little bee has a whole bed full of flowers."

OLD STORIES and a NEW SUCCESS

Charley's Aunt and Little Lord Fauntleroy make their West End Bows; a Young Star Shines for a Night

AN OLD FAVOURITE REVIVED: Gwen Ffrangcon-Davies and John Mills in a scene from the revival of *Charley's Aunt*, at the New Theatre. John Mills plays the undergraduate who impersonates "Charley's Aunt," while Gwen Ffrangcon-Davies is the real aunt from Brazil, Donna Lucia. John Mills made his stage debut in 1930 in the same role. The play was first produced in 1892 at the now-defunct Royalty Theatre, where it ran for 1,466 performances, and has been filmed, turned into a musical, and been played again and again all over the world. The current production, which is directed by Sir John Gielgud, opened after a very successful tour of the provinces.

STAR FOR TWO NIGHTS: Greta Watson, Vivien Leigh's understudy in *The Sleeping Prince*, at the Phœnix Theatre, was given a great reception when she had to take over the part one night last week. Just a few minutes after she had made her first entrance, Miss Leigh, in a chase round the stage, fell and broke her wrist. Though in great pain, she carried on with the performance, her wrist being bound up in the interval. The next day she was ordered to take a rest. So, for two nights, the dream (usually unfulfilled) of every understudy came true for young Greta Watson. Afterwards she returned to the nightly wait for disaster.

THE HENRY MOORE EXHIBITION

Some of the Modernistic Sculptures Now on View at the Leicester Galleries

THE CENTRE OF ATTRACTION AT THE LONDON EXHIBITION NOW BEING HELD BY MR. HENRY MOORE: This life-size piece, cast in bronze, is entitled "King and Queen." Altogether thirty-three pieces are exhibited at the show, which is being held at the Leicester Galleries and which is the first to be held by the sculptor in London for three years. The majority of the works, including that seen above, have been executed in a new style, in which Mr. Moore has paid especial attention to the hands and feet.

AN INTERESTING ENIGMA: This piece, by Henry Moore, is entitled "Mother and Child," and is executed in one of the sculptor's better-known styles.

MOORE AT HIS MOST BAFFLING: This is called "Three Standing Figures." Despite the many monumental conundrums posed by this sculptor, his work is very popular and in great demand.

"MOTHER AND CHILD IN A LADDER-BACK CHAIR": Another piece exhibited by Henry Moore at the Leicester Galleries. This model is priced at £300. Also on view in other rooms at the galleries are paintings by Madame Paule Vezelay and Mrs. Winifred Nicholson.

FROM LONDON, THE PROVINCES AND SCOTLAND

A SURVEY OF THE HOME NEWS IN PICTURES

MEMBERS OF THE ROYAL FAMILY ATTEND THE CELEBRATION LUNCHEON PARTY GIVEN BY THE EARL AND COUNTESS OF ATHLONE ON THE OCCASION OF THEIR GOLDEN WEDDING ANNIVERSARY: The Queen Mother and Princess Margaret, who had just returned from Sandringham, seen arriving at Kensington Palace to lunch with Princess Alice and the Earl of Athlone. *On right*—Prince Charles and Princess Anne, accompanied by their grandmother, seen during their return to London. They went to Clarence House, where the Queen Mother and Princess Margaret are now in residence. The wedding of Princess Alice, daughter of the first Duke of Albany, and a grand-daughter of Queen Victoria, and the Earl of Athlone, brother of Queen Mary, took place in St. George's Chapel, Windsor, in the presence of King Edward and Queen Alexandra.

COMMEMORATING THE HORTICULTURISTS WHO WERE RESPONSIBLE FOR THE BEAUTIFYING OF MANY LONDON SQUARES: No. 3, Porchester Terrace, W.2, for many years the home of John and Jane Loudon (1783-1843 and 1807-1858), where a blue-and-white commemorative plaque has been erected by the London County Council. Although the Loudons were the dominant figures in British horticulture for many years, London owes them her greatest debt for the beauty of her squares. Before their time, London squares had been planted with a depressing combination of spruce and pine, but under the Loudons' influence, the conifers were replaced with sycamore, plane and almond trees.

THE FIRST GERMAN PASSENGER LINER TO CALL AT A BRITISH PORT SINCE 1939: The 9,200-ton motor vessel *Schwabenstein* seen arriving at Southampton en route from Germany to China and Japan. Owned by the North German Lloyd Line, she is the first of a fleet of six passenger cargo liners built to operate a Far Eastern passenger service in competition with British companies. She was built in six months at a cost of £1,300,000 and ran her trials in January. This was made possible by the builders working twenty-four hours a day on a continuous three-shift system. It has been pointed out by Tyne and Clydeside shipbuilders that it would take about eighteen months to complete a similar ship on the Tyne and about two years on the Clyde. This delay is due to the order books being full, but under ideal conditions a ship could be completed in about four months.

On right—

PREPARING FOR THE RE-OPENING OF THE FESTIVAL GARDENS: A bulldozer is seen clearing the site on which the pierhead restaurant formerly stood. Of the 37 acres of the Festival Gardens site, 30 have been taken back by the L.C.C. Parks Department and 7 acres left to the new company, headed by Sir Leslie Joseph and Mr. Charles Forte, which will run the Fun Fair. There will be a small admission charge to the Fun Fair (probably 6d.), mainly to control admission. The rest of the old site will be freely open to the public and on it the L.C.C. plan to provide eight hard tennis courts, cricket and football pitches, and a pets' corner. It is hoped to reopen the Gardens to the public in the spring or early summer.

THE ROYAL MARINES' SNOW WARFARE GROUND AT AVIEMORE, INVERNESS-SHIRE: Here, high among the 4,000-ft. peaks of the Cairngorm Mountains, the Royal Marines have established a snow warfare school. After a week's preliminary toughening, officers and men set out from their hutted base at Aviemore for exercises lasting three or four days. During these periods, they spend nights in snow-holes or tents while learning mountain navigation, step-cutting, glissading and how to use crampons, snow-shoes and skis. Each course consists of twenty officers and men; the training will provide a nucleus of Commando troops capable of operating tactically in snow conditions. Two fourteen-day courses for novices will be followed by an advanced course of three weeks, during which special clothing and equipment will be tried out.

A WINTRY MEETING: Lieut.-Colonel Houghton (left) meets Colour-Sergeant Churchill as he emerges from a snow dug-out during a Royal Marines snow warfare course. The last time the two men met was on the Dieppe raid.

THE START OF A TEN-MILE WALKING RACE IN A LONDON SUBURB: 104 walkers seen setting out from Eltham Baths, S.E.9, for the Road Walking Association's ten-mile "Garnet" Championship. The winner, L. T. Adams (No. 69), of the Essex Beagles, is seen in the second row, between Nos. 59 and 100. He took the lead soon after the start and remained in that position for the entire race.

THE NEW INNER TEMPLE HALL PROGRESSES: Since the Queen laid the foundation-stone of the hall sixteen months ago, the new building is beginning to take shape. The Temple suffered severe damage during the air raids from high-explosive bombs, land-mines and incendiaries. Destruction is nothing new in the Temple's history; in 1381 Wat Tyler's rebels wrecked many of the buildings and the fire of 1666 burned down most of the Inner Temple. Since the end of the war new buildings have been going steadily up on the sites of the old. The new hall will comprise not only the hall and library, but also common rooms, parliament chambers, and treasurer's offices. Part of the old hall is being included in the building.

ITALY FINDS A NEW GOVERNMENT

ITALY'S NEW PREMIER SHAKES HANDS WITH HIS PRESIDENT: Signor Mario Scelba (left), the new Christian Democrat Prime Minister, receives congratulations from President Luigi Einaudi just after taking the oath of office before him.

After Signor Fanfani's Christian Democrat Government failed its first test in the Italian Parliament, there was an eleven-day interregnum until Signor Scelba, for long Minister of the Interior, found an acceptable coalition of Christian Democrats, Liberals and Democratic Socialists. The working conditions of the new Government are similar to those of the present British Government: with a majority of about fifteen in each House, its deputies and senators will have to be kept mobilised throughout the sittings of Parliament to avert any upsets from snap votes.

Signor Scelba becomes Prime Minister for the first time at the age of fifty-three. He is a Sicilian and has had a prominent position in most of the Italian Governments since the war, making his reputation as Minister of the Interior in Signor de Gasperi's Governments between 1948 and 1953. He has shown himself to be a decisive man and a good democrat with a flair for organisation.

THE DEPUTY PRIME MINISTER IS SWORN IN: The leader of the Right Wing Democratic Socialists, Signor Guiseppe Saragat (left), is sworn in before the President (right) as Signor Scelba's Deputy Premier and Minister without Portfolio.

SIGNOR SCELBA PRESENTS HIS NEW GOVERNMENT: The Premier is seen here at the Quirinal with President Einaudi and Cabinet members. A notable absentee was the outgoing Prime Minister, Signor Fanfani, who declined to take office.

MOORISH LEADERS PAY HOMAGE TO FRANCO

NOTABLES FROM SPANISH MOROCCO IN MADRID: The Grand Vizier of Spanish Morocco, accompanied by various Khalifian officials, visited Madrid last week to assure General Franco of the loyalty of the people of the protectorate, and, incidentally, to present him with a gold medal. Seated in the front row are, second from left, the Grand Vizier, and, to the right of him, the Pasha of Tetuan.

Sidi Ahmed ben Abd el-Krim el Haddad, Grand Vizier of Spanish Morocco, went to Madrid last week with a party of officials of the Khalif to pay homage to General Franco. This occasion was used by General Franco to sound off against France for deposing the Sultan of Morocco. He said: "It is not surprising that once the political basis of the protectorate had been broken by the violent action of France you should raise your lament and your protest."

General Franco's remarks brought a swift protest from M. Schumann, the French Foreign Under-Secretary, about the continued Spanish propaganda campaign against the French in Morocco. The French Ambassador in Madrid was recalled to Paris for consultation.

THE GRAND VIZIER SPEAKS: The Vizier reads his speech proclaiming the loyalty of Spanish Morocco to General Franco.

On left—

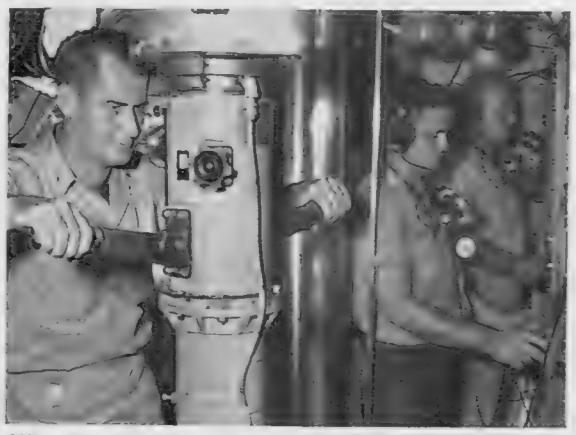
GENERAL FRANCO REPLIES: The General is seen in a gay mood as he receives the gold medal of Tetuan from the Grand Vizier. Replying to the Vizier's speech, the General was not so gay. His remarks about "the violent and peculiar French action" in deposing the Sultan of Morocco brought a swift protest from M. Schumann, the French Foreign Under-Secretary.

A SUBMARINE IN THE TROPICS

The United States Ship "Archerfish" During Training Exercises in Cuban Waters

LIKE A G[illegible]T FISH, THE SUBMARINE EMERGES FROM THE WATER AFTER TRAINING: The [illegible]ed States submarine *Archerfish* surfacing after a successful mock attack in its [illegible]uba training area. Most units of the American Atlantic Fleet undergo traini[illegible] after commissioning or refitting in the Cuba Fleet Operating Area at Guant[illegible]mo Bay. In these tropical waters training is carried out by individual ships, [illegible]ile fleet manœuvres take place in the North Atlantic and European waters.

PLOTTING IN THE CONNING-TOWER: Three members of the crew, seen at work in the conning-tower. By means of the latest communications equipment, orders and information can be passed on without delay.



ON TARGET: The submarine commander operating the periscope while, right, fire-control instruments are adjusted, during the submarine's mock attack.

LISTENING FOR THE COURSE OF THE TARGET: A tense moment in the submarine while the course of the target is being plotted. *On right*—The practice torpedo with which a successful "attack" was carried out is returned to the forward torpedo-room.

The Sphere of Travel

A NEAPOLITAN HOLIDAY

A Multitude of Picturesque Districts within Easy Reach of Naples

By GORDON COOPER

IN all the world is there any district that excels Naples and its environs for colourful and romantic associations? Capri, Ischia, Amalfi, Ravello, Pompeii, Santa Lucia—what longings they create for all the pagan pleasures of life: sea, sky, earth, all dancing in light, and the senses intoxicated with the sweet odour of flowers and plants. In fact, when you go to Campania you seek mainly the pure, unadulterated enjoyment of life.

There are people who think Naples is sordid, a kind of human pen, where life is full of vitality, but sterile and wasting itself upon itself. It is certainly restless and noisy and confused. Yet, here, any unbiased observer, after seeing at close quarters the richness, drama and the capacity for joy and suffering inherent in the Neapolitan family, will realise that the one thing missing is boredom—that tragic bugbear of so many persons in other countries.

The ideal land approach to Naples is by motor-coach from Rome. There are daily services and two routes, one the direct, bee-line route via Formia, in five hours, the other, a somewhat longer arc, with a lunch-halt at Cassino and a sightseeing halt at Caserta, an eighteenth-century "Versailles"—with imposing palace and magnificent park—of the old Bourbon kings of Naples. Both routes are delightful, so I suggest you travel south by one way, returning by the other.

When I am in Naples I like to lodge at one of the hotels lining the inner side of Via Partenope, the sea-front boulevard bearing the ancient name of the mellow metropolis. My own choice is the Santa Lucia (1st category), while I can also recommend the near-by Vittoria (2nd category). From both establishments you get lovely views over the bay, and there is a minimum of noise in the streets outside. You are also within easy walking distance of the centre of Naples and of the harbour.

In Naples itself there are countless typical things to experience, generally alluring, sometimes irritating, always colourful. There is a multitude of churches, but the only one that the ordinary visitor need visit is the Cathedral of S. Gennaro. Of other tourist sights, the National Museum, which contains the most important antique sculptures in the world; the Aquarium, whose display of sea-life is a fascinating attraction; and the National Museum of San Martino, which is housed in a Carthusian monastery of the fourteenth century, perched high on the side of the Vomero Hill, overlooking the city, are all three-starred. The latter museum has many interesting exhibits, especially fascinating being a wonderful display of cribs. There is also a fine, highly-decorated chapel; but, above all, there is the Belvedere, a small balcony, where you find yourself hanging straight over Naples. The magnificence of the scene that lies around defies description, while if you listen intently you can hear a strange human hum—the hum of a million people in the city below. Many tourists, unfortunately, ignore this particular wonderful excursion.

Concerning food: Neapolitan cooking is really appetising. Specialities include macaroni dishes, *pizzaiola* cutlets, beefsteak *alla napolitana*, delicious fish soups and fried fish like *calamari* or *polpi alla luciana* (types of cuttlefish). Then there is Naples' *pizza*, the popular, crispy, flat dish strewn with anchovies, tomato sauce, oil, *mozzarella* cheese and other ingredients.

My first dinner in Naples is invariably taken at one of the noted restaurants which surround the tiny harbour of Santa Lucia; my next at Da Angelo's, which stands on the hillside and offers a glorious panoramic view over the bay. In each of them one hears the peculiarly haunting playing and singing of the "posteggiatori."

Anyone visiting Naples for the first time is well-advised to study its excursion possibilities, for there are few things more annoying after a holiday is over than to discover the places which you have missed, quite needlessly, if only some advance study had been given to avoid this particular form of frustration. The great thing is to adapt your programme to your tastes, leaving for a second visit such spots that take a second place in your own estimation.

Everyone, of course, will wish to visit Pompeii, where many new interesting excavations are being made. You may even wish to make a second visit at night, for on Saturdays, during the summer, the ruined city is most cleverly flood-lit. There is then, indeed, the illusion of life, for as I wandered down the streets I felt that the appearance of ancient Roman inhabitants from the doors, showing a dim light, would have caused me no surprise; while in the Temple of Apollo I had the eerie sensation of being out once again in No-man's Land, with unknown eyes watching me.

For those who love to visit classical ground, then the excursion to various places around the Gulf of Pozzuoli will offer great appeal. They include Pozzuoli, with its fine amphitheatre and its Temple to Serapides, and the ruins of Cuma, which was the oldest Greek colony in Italy. Then, there is Lake Avernus, whose smiling aspect to-day makes it impossible to recognise it as the "pestilent Avernus" of the poets. Farther on one comes to Baia, which is perhaps the loveliest spot upon all this coast, with its beautiful bay under its mighty castle, just within the great headland of Misenum. Horace loved it well, and thought it lovelier than any other place in the world.

Nor should Pæstum be missed, for its three great temples offer a scene of classical beauty which is unrivalled, for not even the temples at Agrigento, in Sicily, have greater grandeur. Rather unfortunately, the ground on which the ruins stand has been tidied up. This is hardly an "improvement." And if you go there, time your visit for early morning or dusk, when there comes a feeling of utter loneliness, for the coach-loads of tourists are absent. You will then be free to dream of the once great city, whose population was famed for its addiction to the pleasures of life, but of which there are hardly any remains apart from the temples.

Returning to Capri, after an absence of some years, I was rather overwhelmed with its extravagant development. Daily, during the summer months, tourists by the thousand flock there. Yet it is easy to escape from the town of Capri, where most of them congregate. I much prefer Anacapri, where I can recommend the Hotel San Michele, which adjoins Alex Munthe's famous villa and has a pleasant outlook over the sea below.

THE GLORIOUS PANORAMA OF NAPLES, SHOWING PART OF THE BAY: Towering above the city in the background is the unmistakable outline of Mt. Vesuvius. Naples and its environs excel, says Gordon Cooper, in colourful associations.

ANOTHER VIEW, SHOWING THE SANT' ANTONIO DISTRICT OF NAPLES, WITH THE FABULOUS BAY IN THE BACKGROUND: Among the many picturesque islands that are within easy reach of Naples are Capri and Ischia.

For a restful holiday, however, I much prefer Ischia, the largest island in the Bay of Naples and which has until recently been rather neglected by visitors. It is now, alas, in process of being "discovered," and several new hotels are being erected. The bathing, unlike that on Capri, is excellent, for there are several fine, sandy beaches. The Port of Ischia (Hotel dei Pini recommended) is the main centre, but for those who like to get off the beaten track, Forio and Sant' Angelo offer strong appeal, especially the latter tiny village, which can only be reached direct by boat, for a rather impressive new road stops short of the place by about half a mile, which thus entails a not-too-strenuous walk. The hotel accommodation in both these places is on a simple scale.

Not far from Ischia is the island of Procida, where the ship calls on its way from and to Naples. The tourist is invariably warned that there is nothing to see there and that the town lacks accommodation. It is true that there is only rather fourth-rate accommodation available, but the town is one of the gems of Italy. It has hardly changed since the Middle Ages, and its houses, with their flat, terraced roofs and external staircases, resemble the buildings of modern Greece. The island is richly cultivated, and a very fine wine is produced. I loved this place, not least because I had the sole use of a magnificent beach for bathing.

My last mention is of the Sorrentine Peninsula, whose scenic beauties are almost overpowering. Sorrento, which faces on to the Bay of Naples, is a highly popular shrine of tourism, with many good hotels, lively cafés and a multitude of souvenir shops. It is a matter of individual taste whether this kind of place is what you want. For myself, I prefer the southern coast of the peninsula, where you find Amalfi, Ravello and Positano. Amalfi (Hotel Sta. Caterina) has a rare loveliness in a wonderful setting, but it is, to-day, a lunch-halt for dozens of sightseeing buses. This is its only defect. But for those who seek peace, there is Positano (Hotel Savoia), an artists' paradise, and Ravello (Hotel Caruso), a thousand feet above Amalfi. It is no exaggeration to say that the latter is one of the world's beauty spots.

For further information regarding the Naples area, there is the Italian State Tourist Department (201, Regent Street, London, W.1), while a reliable specialist travel agency is the Italian Travel Bureau (203, Regent Street, W.1).

Of particular interest to visitors to Italy is the *Enit Diary* 1954, published by the Italian State Tourist Department, Rome. Edited by Alfonso Vittorio Giardini and Elena Baggio, this profusely illustrated volume contains numerous articles concerning each month in Italy, in addition to a small Encyclopædia of Events for the year. It can be obtained from the Italian Travel Office in Regent Street, W.1., and from the main travel agencies.

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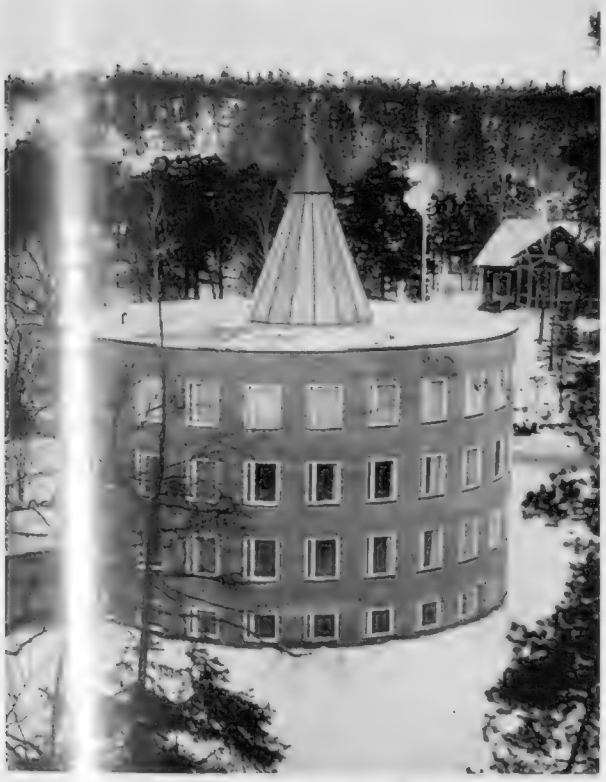
BUILDING STYLES IN SWEDEN AND MALTA

Stockholm builds a Satellite Town, and Malta awaits the Queen's Opening of a New Teachers' College

FLATS AT VALLINGBY, NEAR STOCKHOLM : About two years ago the Stockholm city authorities, inspired by British experiments in town planning, set out to build a new satellite town for Stockholm at Vallingby, about ten miles west of the metropolis. Planned for a population of 24,000, Vallingby is designed as a garden city of various types of buildings, both family villas and apartment houses; the latter are being built as "point-houses" of ten or twelve storeys, as in the picture above, or as unevenly distributed rows of three-storey buildings. The new town will have full civic, social and trade facilities for its citizens as well as for the 50,000 to 60,000 people living in smaller suburbs near by. The network of streets has been so planned that children can walk anywhere without having to cross main roads; the town is built in hilly, wooded country and it has been fairly easy to run subways, prohibited to motor traffic, between all parts of the town. One advantage of planning is that certain heating and sanitary arrangements can be co-ordinated from the start. Near Vallingby a new steam-power plant is being built to supply Stockholm with extra power during peak periods; ultimately, it will supply Vallingby and its suburbs with heating and hot water which will be pumped there along rockwool-insulated pipes. Another source of hot water, again as a by-product of its main function, will be a huge garbage incinerator being built for the town. It is said to be so efficient that tins and bottles are reduced to dust.

TERRACED HOUSES AT GRONDAHL, STOCKHOLM : Since the war Sweden, in proportion to its population, has built more houses than any other country in the world. Nearly all of them are put up by local authorities and their tenants are helped to buy them.

A VIEW OF BANDHAGEN, STOCKHOLM : These rows of flats are one of the main forms of flat-building in Sweden, the other being the ten- or twelve-storey "pointhouse." Swedish architecture, in the austere modern idiom, is progressive enough to be watched with great interest by architects in other countries.



THE MUNICIPAL HALL OF GUSTAFSBERG, STOCKHOLM : This unique hall, besides being round, has a detachable roof. Now completed to four storeys, it has been so designed that one or two additional storeys can be built on later. The inner walls are also movable. On the top floor is a large hall, accommodating 200 people, which will be used as a social hall. A lantern inside the conical projection from the roof lights it up to give a lighthouse effect.

On right

MALTA'S NEW TRAINING COLLEGE FOR TEACHERS : Seen from the air, this residential college will be opened on May 5 by the Queen when she stops at Malta on the last stages of her tour. The college was built by the Society of the Sacred Heart, a religious order of nuns who run a girls' school in Malta. In 1951, the Queen went to see this school and was told about the proposed college; she offered then to open it if she could find time. The main block on the left consists of the nuns' quarters and messing halls; the two large buildings in the centre, still roofless, are the church and the assembly hall. The Y-shaped block on the right is the students' hostel, where each girl has her own study-bedroom; the block forming the tail of the Y is the classroom block. The college is costing the nuns £200,000, but when the students move in next October, the Malta Government will pay the running costs. There will be room for 104 girls on each two-year course.

The World of Books—By VERNON FANE

AN INTELLECTUAL TREAT

In "The Doors of Perception" Aldous Huxley Recalls an Experiment During which He Acquired an Extraordinarily Heightened Visual Awareness

RECENTLY Mr. Aldous Huxley agreed to be a "guinea pig" for a drug called mescalin, which is the active principle of peyotl, long known to the Mexican Indians. He expected that the dose, four-tenths of a gramme dissolved in half-a-glass of water, would give him another kind of consciousness, if it can be put that way, but what he actually experienced during the eight or ten hours when the effects of the drug were present, was an extraordinarily heightened visual awareness, intense to an almost mystical degree. The things seen, a garden chair in bars of sunlight and shadow, the folds of his old grey flannel trousers, the covers of books on a shelf, a group of flowers in the garden, all these he saw not merely with extra clarity, but with an intensity that seemed to give him the very meaning of their existence.

Not every object gave him this ecstasy, and, indeed, at the sight of a glossy, bulging new car he laughed till the tears ran down his face, but it was through the visual sense that the drug worked most powerfully with him. Neither touch nor hearing, although he listened to voices and to music, gave him the same experience, and when, at the request of the investigator who was observing the experiment, he closed his eyes, he found his field of vision filled with brightly-coloured, constantly changing structures that seemed to be made of plastic or enamelled tin. "Cheap. Trivial. Like things in a Five and Ten."

The experiment would have been a fascinating one to follow if it had been made by the most mundane of subjects. Recorded with Mr. Huxley's brilliant intelligence and in his inimitable style that is so subtle yet so lucid, THE DOORS OF PERCEPTION (Chatto and Windus. 6s.) is a short and highly provocative intellectual treat.

A FRENCH LITERARY AWARD : Francis Carco (right) congratulates Charles Le Quintec after the latter had been awarded the Gerard de Nerval Prize for his book entitled *The Obscure Times*. The award was made at a Paris "pub" in the Latin Quarter of Saint Germain des Prés, with M. Carco presiding over the Committee responsible for naming the winner.

It is nearly seventy years since Emmanuel Royidis wrote his extraordinary story of the Englishwoman who in the ninth century was Pope for two-and-a-half years and died giving birth to a child. It was the only book the author ever wrote, and for its publication he was excommunicated and the book itself banned, in spite of which it has sold hundreds of thousands of copies in other languages. Now, translated from the original Greek by Mr. Lawrence Durrell, POPE JOAN (Verschoyle. 12s. 6d.) is available as an extraordinary biography for English readers. Extravagant in its terms, romantic in its interpretation, and with a strange blend of the earthy and the waspish, this is, by any count, an odd and interesting book. In 1939 a fellow Athenian voiced an opinion which would be difficult to better: "It's a typical scamp of a book, a Greek book, full of good fun, bad taste, and laughter and irreverence."

Diogenes was the name of a Greek philosopher, but therewith the tenuous link between the latter and the present book under review breaks. For Mrs. Kay Cowin, for whom the adjectives gay and intrepid might well have been invented, only uses the name for the opening sentence of her book on African settlement, and then only as shock tactics. "At 3 a.m.," she writes, "Diogenes was sick on the bedroom carpet," and this as a prelude to a description of a typical day in the life of a South African fruit farmer's wife.

BUSHVELD, BANANAS AND BOUNTY (Michael Joseph. 15s.) is Mrs. Cowin's story of her family's effort when she and her husband and their twelve-year-old son left Johannesburg for 1,600 undeveloped acres in the Transvaal, and through a painful system of trial and error, settled on bananas and pineapples as the most paying crops. There are two important things to note about this chronicle of difficulties overcome by perseverance and good humour: one is, that this is a joint career story that proves again that Dogged Does It, and the other, neither stated nor implied by the author, that even in darkest South Africa, the path may be smoothed by naturally curly hair. In other words, congratulations to a woman whose story is none the less authentic because she is both attractive and articulate.

FOUR GUINEAS (Chatto and Windus. 21s.) is an account of a journey through West Africa taken by Mrs. Elspeth Huxley, and including the territories of Gambia, Sierra Leone, the Gold Coast and Nigeria. Africa again, but from a very different viewpoint from the settler's or the agriculturalist's, for Mrs. Huxley is primarily interested in African life as it is lived by Africans and not by the white. Figures, statistics, personal experiences, photographs, historical surveys and comments crowd these pages, but one thing emerges clearly from the rich confusion, and that is Mrs. Huxley's proper pride in the efforts that England has made at helping these people towards self-government.

Professor C. Northcote Parkinson hopes one day to write a history of the naval wars in which Lord Nelson fought, as distinct from a further biography of the Admiral himself, but before that full-scale work can be prepared he has written the story of the Napoleonic Wars in a single theatre of action, the East Indies Station—stretching from the Cape of Good Hope to China. WAR IN THE EASTERN SEAS 1793–1815 (Allen and Unwin. 35s.), is an impressive work in itself, and is likely to appeal as much to students of English naval history as to those who can never read too much about the greatest sailor of them all.

This week's full batch of novels includes some by English, French, American, Irish and Polish writers, and their scope and scenes range from the war in the Pacific to the building of a sixteenth-century house, and from a Middle West pyjama factory to Viking voyages of the tenth century.

JOHNNY FORSAKEN (Collins. 12s. 6d.) is by Miss G. B. Stern, and has a flash of the old Rakonitz spirit to enliven it. For this story of a self-important solicitor's clerk in a South Coast town comes near to pathos and near to prolixity, and the natural effervescence of those creations of this author's, the Rakonitz dynasty, with all their ramifications, alter the flavour of the story entirely and give it lightness and sparkle.

Mr. Benedict Kiely writes of murder, not as a mystery, but as a cause of unnatural tension among a group of people, all of whom appear to be highly strung to the point of neurosis. HONEY SEEMS BITTER (Methuen. 12s. 6d.) describes these people's reactions to the murder of a girl in or near an Irish city, the same girl whom two of the story's young men had liked a little this side of love. Effective, and so written that one can practically hear the brogue in it all.

Mr. Hugh Fosburgh writes about the war in the air over Pacific islands, and also the war as seen by the U.S. Air Force in action in that area. I think this is as impressive a book as I have read on the subject, and perhaps the actual interval of time has something to do with its quality. In any case, VIEW FROM THE AIR (Collins. 12s. 6d.) has the familiar, virile dialogue and the familiar fears and feuds, but it is, on the whole, just that little bit better than the too familiar novel on a like theme.

The other American novel I have read this week is as different as could well be. A GROSS OF PYJAMAS (Secker and Warburg. 12s. 6d.) is funny and brash and revealing, and wonderfully up to date in American repartee. It is also as readable as can be, and I think it more than probable that there will be readers as far afield as Kendal and Shipton-under-Wychwood for Mr. Richard Bissell's admirably chauvinistic Illinois story.

THE FORESTER (Hutchinson. 10s. 6d.) has been translated from the Polish by H. C. Stevens, and it has an atmosphere of its own, a nostalgia and a vitality that remind one irresistibly of every friend one has had who has carried Poland in his heart. Maria Kuncewicz writes, I would say, almost as a pious duty, for although the story she tells is not startling in plot or even original in treatment, it does give the reader a quite extraordinary impression of the country and, although the period chosen is 100 years ago, that distance in time alters nothing of what the writer tells us of the Polish character and the Polish nature.

I understand that the novels of M. Guy des Cars sell in their tens and scores and hundreds and thousands in their native France, and it is perfectly credible, since there are books which sell in such phenomenal numbers over here, too. But in spite of this index of success, I couldn't enjoy the book as much as that graph forecast, although I must say I relished such phrases as: "Even if Robert were now to discover that she had had leprosy, the disclosure of her secret would no longer be of any importance. They were bound to each other by the senses and by the heart. . . ."

THE UNCLEAN (Wingate. 12s. 6d.) was translated by Mr. Alan French.

THE LONG SHIPS (Collins. 15s.) is a magnificent story of pirates and Vikings in the tenth century, written by a Swedish ex-poet (he has produced no poetry since 1925) and present novelist (this is his only novel). Frans Bengtsson writes of adventures off Sweden and Ireland, in England and Denmark, and of treasure trove in barbaric Russian river lands. One way and another, it is an enormous book and requires some stamina from the reader, but the maps on the end papers help, and so do Frans Bengtsson's flashes of humour.

The detective story of the week is Miss Patricia Wentworth's excellent thriller, THE WATERSPLASH (Hodder and Stoughton. 10s. 6d.), and if I point out that it is concerned with a double, and very nearly a triple, set of murders, all solved by that imperturbable knitter and ex-governess, Miss Silver, I think that thousands of fans will be not only alert but eager.

A GOBI HOSPITAL

Adventure in a Desert Oasis

Over a thousand years ago Sandan was a great and wealthy city—a halting-place for Arab caravans, with their cargoes of silk and jade, as they took the Old Silk Road across the wastes of Central Asia. In those days the city was surrounded by forests and fast-flowing rivers; and large flocks grazed on the steppe land. Even in 1894 Sandan still had a population of 90,000, but in 1947, when Barbara Spencer, a New Zealand nurse, and her doctor-husband went there to live and work, it had become a poverty-stricken village of about 5,000 inhabitants. They had been sent to this forsaken spot, lying 2,500 miles inland on the fringe of the Gobi Desert, to build a hospital under the auspices of the Council of Organisations for Relief Overseas. Before they left Wellington they had to do two years' shopping, for Sandan is shopless, and they had to inoculate themselves against most of the diseases common to man. In DESERT HOSPITAL IN CHINA (Jarrolds. 16s.), Barbara Spencer tells the story of how they built their mud-brick hospital and set it going. Faced with a host of difficulties, not least the problem of the language and of an untrained but enthusiastic staff, the Spencers were soon treating patients from far and wide, who usually came to them after they had found that the old herbal remedies of the Chinese public health doctors had failed. One old man, who had fallen down a steep hill, was brought to them by his sorrowing relatives. He was strapped to a board and his relatives said he had broken his leg in several places and could not hope to live. Dr. Spencer declared that the old man's leg was not broken, but the relatives were so deeply incensed by this that he gave the old gentleman a sleeping pill and put him to bed in the hospital. Twenty-four hours later the patient woke up, ate a prodigious meal, jumped out of bed and declared that his broken bones were healed. News of the "miracle" soon spread throughout Sandan, and fame came to the Spencers in a night. To one patient like this there were a thousand in genuine distress, sufferers from tuberculosis, eye infections, stomach parasites and venereal disease. The Spencers clearly did a grand job of work among these people. This modestly-told and well-written record of their Gobi adventure is both a valuable social document and a travel-book of rare interest.

It was one fine day in 1879 that the then Lord Grantley invited his cousin and heir, Charles Norton, an impecunious Army officer, to bring his lovely young American wife to lunch. They arrived at one o'clock and, such was the pace of events, by four o'clock she had eloped with Lord Grantley, setting out immediately in his yacht *Polly* for a cruise in the fittingly romantic setting of the Greek islands. The present Lord Grantley recounts this incident at the start of his racy volume of memoirs, SILVER SPOON (Hutchinson. 18s.), which has been edited by Mary and Alan Wood. *Silver Spoon* provides some lively non-stop reading material. Just as things always seemed to happen to the earlier members of the Norton family (one was a lover of Mary Queen of Scots; another married a bouncing peasant girl of Capri in the '90's and lived to be cited as a co-respondent in 1943 at the age of eighty-seven), so have they happened to the present Lord Grantley. After being sent down from Oxford he ran up debts of £45,000 as a young man-about-town. He was severely wounded with the Scots Guards in 1914, and then, in spite of pain and illness, he became in turn a successful financier and a film executive. Lord Grantley has been working hard ever since, and quite obviously watching his fellow men and women with close attention which, with his acute sense of the ludicrous, has paved the way for these engaging reminiscences.

Since the end of the Italian adventure in Ethiopia, little has been heard of the only independent Christian kingdom in Africa. SAINT GEORGE FOR ETHIOPIA (Constable. 45s.) is a record in words and pictures by Beatrice Playne of a visit to Ethiopia's northern highlands. Miss Playne was searching for early Christian paintings, and her journey was deeply rewarding, leading her to the famous rock churches of Lalibela and to other churches of which practically nothing is known to the outside world. It was also rewarding by reason of the author-artist's many encounters en route as she travelled by the public bus service, with an armed native escort, along the bumpy roads. At Makale the author met the celebrated Ras Seyoum, reaching the Palace after that chieftain had given an all-night party. Tousled, drowsy musicians lay about in the courtyard, but Ras Seyoum was alert and lively and a most entertaining host. Beatrice Playne quite evidently enjoyed her two years in Ethiopia immensely, and her book, while primarily a record of research in medieval Christian art, has a much wider scope by reason of her interest in all she heard and saw.

Two books for the country-lover are Michael Shephard's HAPPY VALLEY (Museum Press. 10s. 6d.) and PORTRAITS OF RIVERS (Dobson 10s. 6d.), a miscellany edited by Eileen Molony. Michael Shephard's book is a nostalgic account of sport and companionship in the countryside, a remembrance of many glorious days with rod and gun and riding to hounds. Brian Vesey-Fitzgerald writes on the Itchen, Aubrey De Selincourt on the Crouch, Colin Wills on the Eden, James Fisher on the Nene, and Brian Waters on the Severn in *Portraits of Rivers*.

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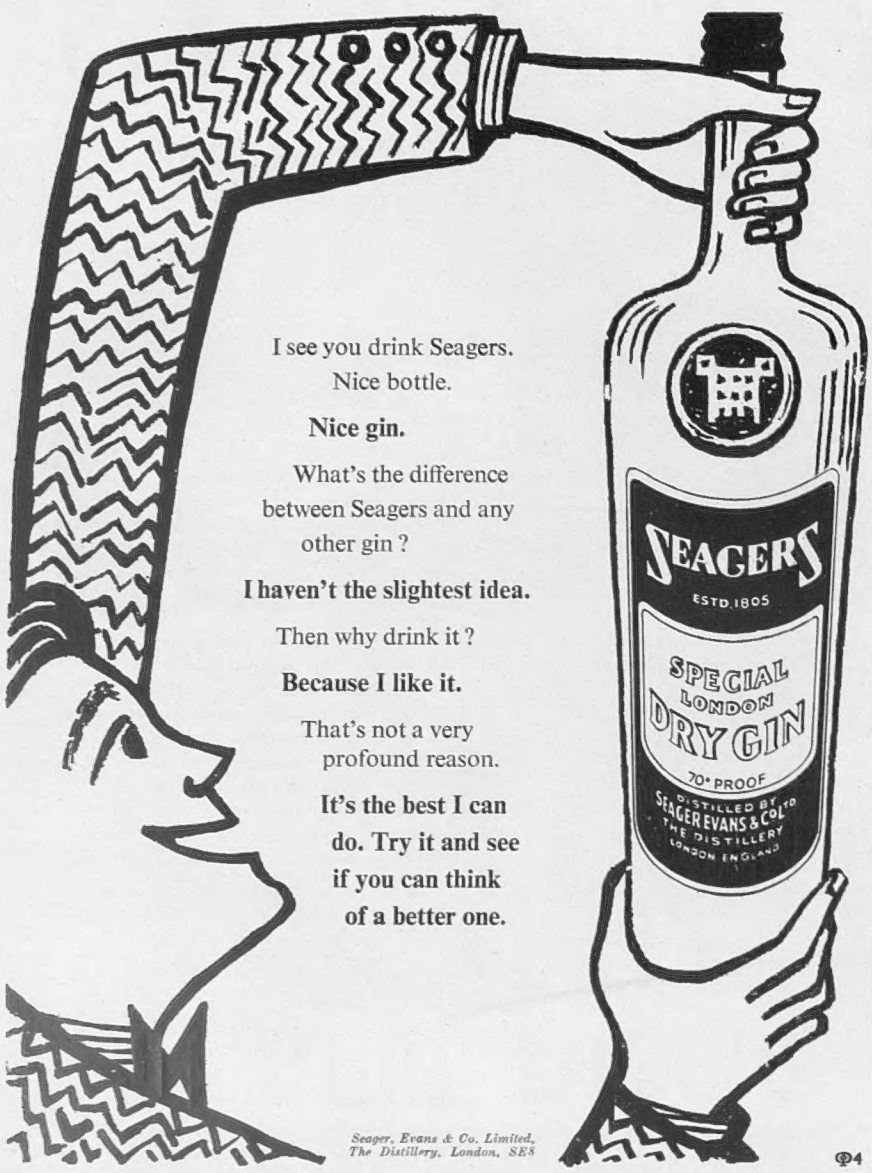

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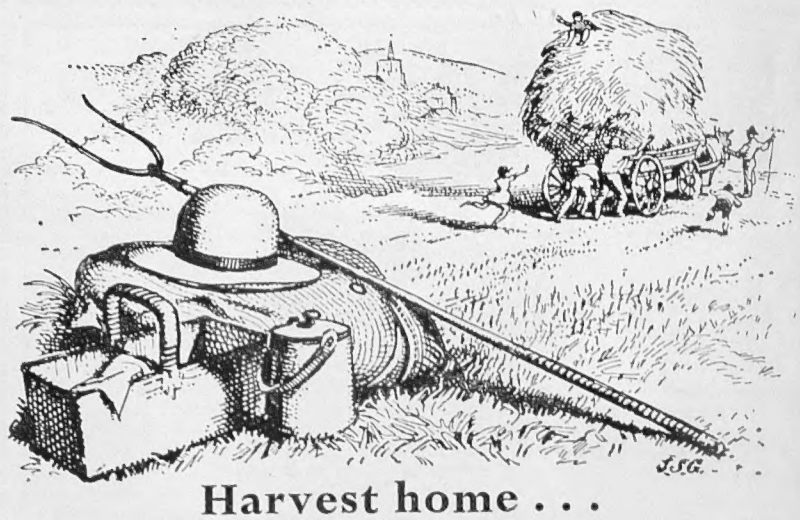

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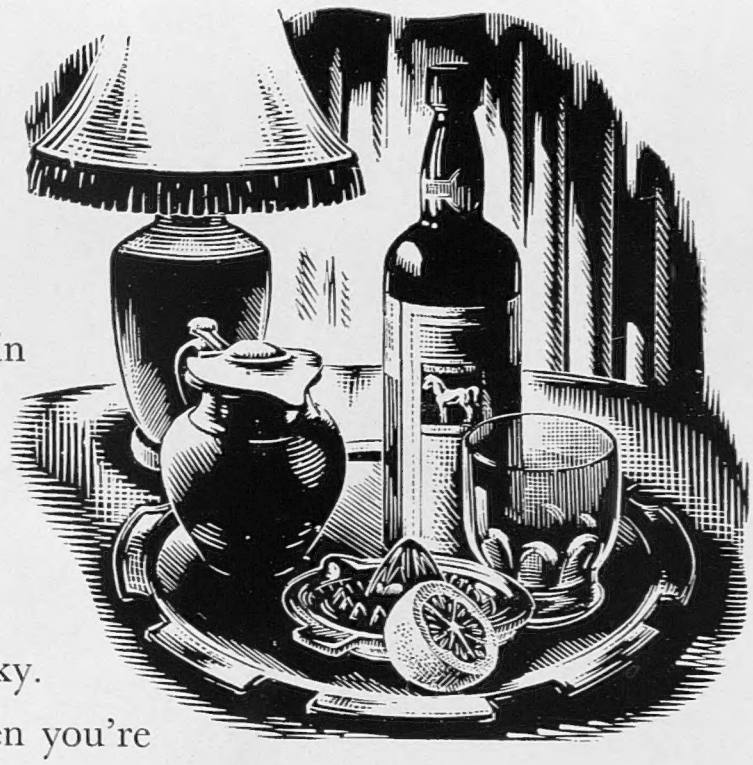

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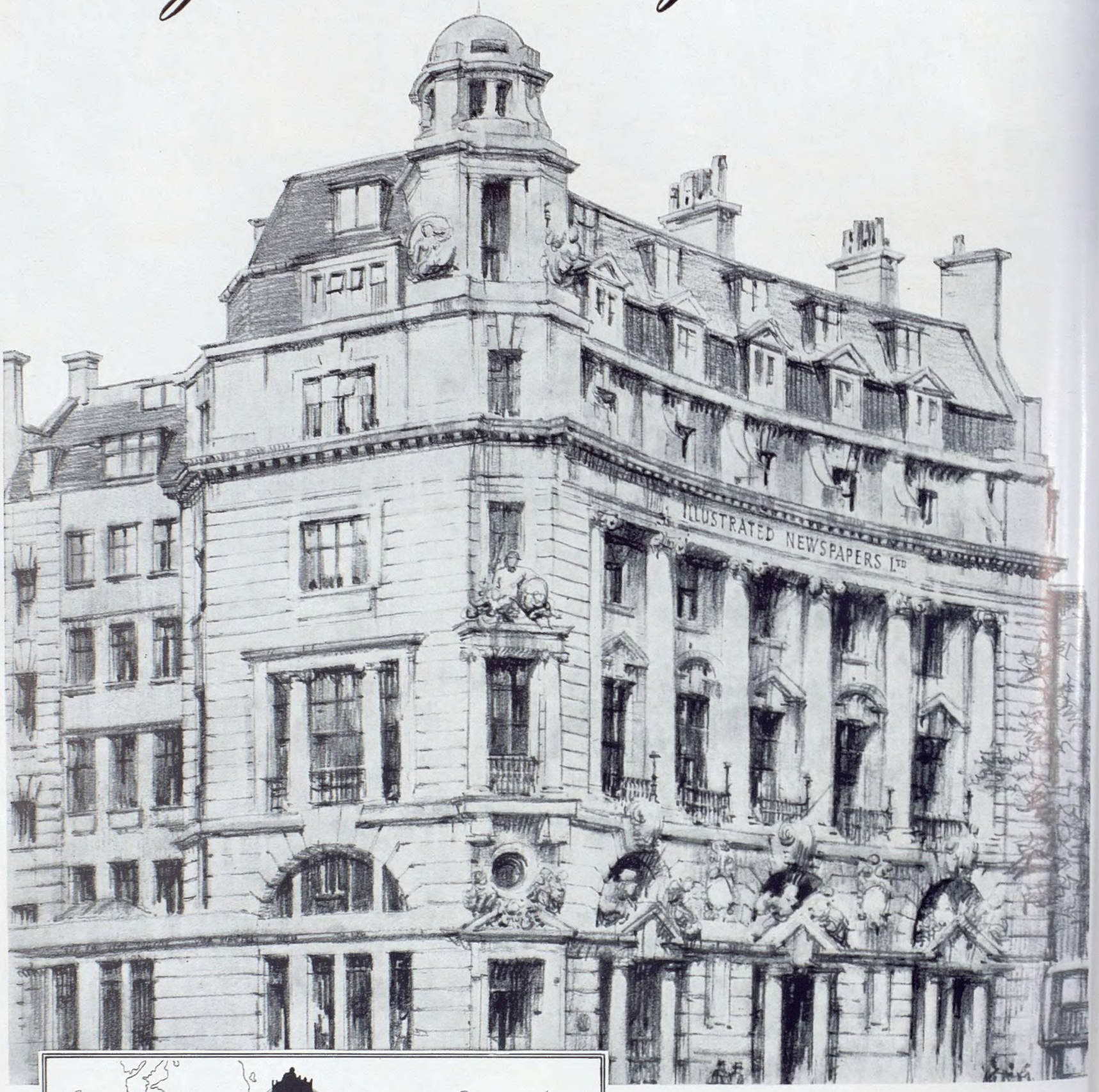

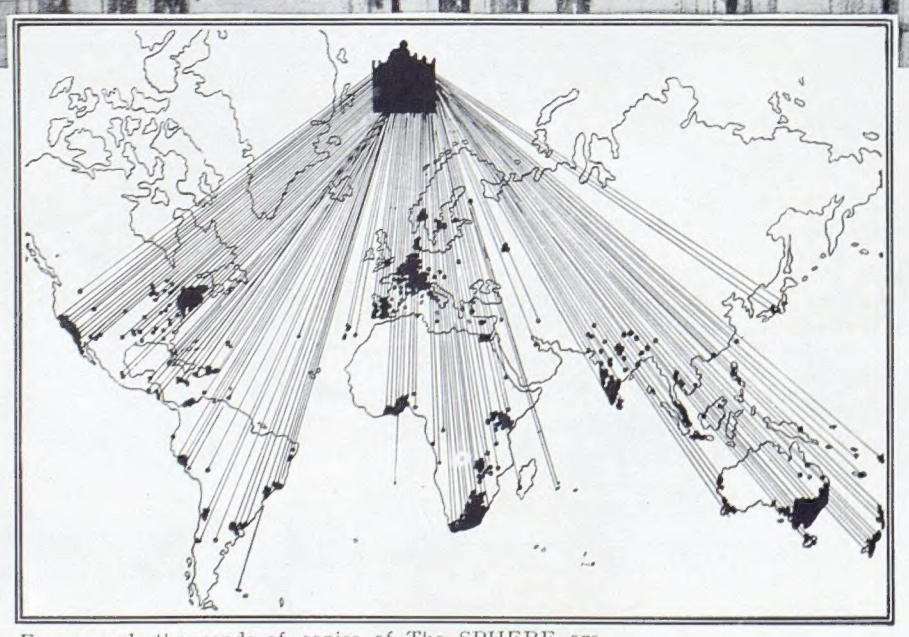

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